The Bombay Gazette.

No. 8.511.—New Series. BOMBAY:—FRIDAY, MAY 19, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
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These Up-country Rates include Postage Rates.

Single Copy..... 4 As.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs 5 0
Second do.	,, 2 8
Third do.	,, 2 8

Forth and succeeding insertions ... ,, 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Language, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters Small as Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1 0
Each succeeding line	,, 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupe* and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied n Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances should be made payable to the Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S.S. GOA, 1,905 Tons, 2 6 H.P., Commander J. Ayers will be despatched on THURSDAY, the 25th May 1876, at 4 P.M.

May.		June.	
Leaves Bombay	25	Leaves Tuticorin	2
,, Ratnagherry	26	,, Colombo	3
,, Vingorla	26	,, Negapatam	5
,, Goa	26	,, Galle	7
,, Carwar	27	,, Madras	9
,, Mangalore	28	,, Masulipatam	10
,, Cannanore	29	,, Coconadas	11
,, Tellicherry	29	,, Vizagapatam	12
,, Calicut	30	,, Bimlipatam	12
,, Beypore	30	,, Gopalpore	13
,, Naravel	31	,, False Point	14
,, Cochin	31	Arrives CALCUTTA	16
,, Alleppey	31		

Cargo for Singapore and China can be booked by the Steamers at this Exchange or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjillatjap, Samarang, Batavia, Padang and Moulmein by the Messageries Maritime and Nationale.

[redacted]

BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, viz., MUSCAT, BUNDER ABBASS and BUSHEHR, and occasionally to KURRACHEE.

The S.S. [illegible] H.P., Commander T. P. [illegible], will be despatched on FRIDAY, the 19th May 1876, at 4 P.M.

June			
Leaves BUSHEHR	7	Arrives BUSHIRE	28
,, Mahomerah	7	,, Lingah	29
,, Fao	7	,, Bunder Abbas	13
,, Bushire	9	,, Jask	14
,, Lingah	11	,, Gwader	17
,, Bunder Abbas	13	,, Kurrachee	20
,, Jask	14	Arrives BOMBAY	23
,, Gwader	17		
,, Kurrachee	20		
Arrives BOMBAY	23		

Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

COMMUNICATION WITH KURRACHEE AND CALLING AT KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, during the Fair Season, despatch a Steamer to Kurrachee every SATURDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 4 P.M.

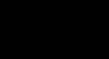
The S.S. CALCUTTA, 863 Tons, 120 H.P., Commander T. P. [illegible] will be despatched on FRIDAY, the 19th May 1876, at 4 P.M.

The S.S. VENGORLA, 577 Tons, 120 H.P., Commander N. B. [illegible] will be despatched on MONDAY, the 22nd May 1876, at 4 P.M., calling at Verawul, Porebunder, Mangrole, and Cutch Mandavie.

Cargo will be received on the day of sailing.

W. NICOL & Co. Agents.

[illegible] COMMUNICATION WITH ITALY VIA SUEZ CANAL.



THE ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, *of each month.*

PASSENGERS' RATES.

(Transit Fees through the Suez Canal.)

1st Class.	2nd Class.	3rd Class.	
..... £22	£15	..... £4	Including Wines
..... 36	22	 8	
..... 38	24	 9	
..... 50	34	 14	
..... 50	34	 14	
..... 50	34	 14	
..... 50	34	 14	
..... 62	35	 14-10	

Provisions free of charge. Children not above 12 half price.

NEXT STEAMERS FROM BOMBAY:—

[illegible]ALIA to sail on THURSDAY, 1st June 1876.
[illegible]RA to sail on SATURDAY, 1st July 1876.
[illegible]A to sail on TUESDAY, 1st August 1876.
[illegible]LIA to sail on FRIDAY, 1st September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

All Steamers of this Company have large First and Second-class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street,
Bombay, May 1876.

HALL LINE OF STEAMERS. BOMBAY TO LIVERPOOL.

S. S. BRANKSOME HALL, to sail about 27th May.
,, CHILDWALL HALL, ,, 5th July.
,, TRENTHAM HALL, ,, 2nd August.
,, BRANKSOME HALL, ,, 23rd August.
,, CITY OF BALTIMORE, ,, 16th September.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers, which have been specially constructed for the Bombay Trade. They are all built to steam 12 Knots, and are expected to make the passage either to or from England in about 35 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 11th May 1876.

[illegible] SUEZ CANAL.

[illegible] MAY.

[illegible] favo.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

Vessels.	Captains.	Tons.	H.P.	May. 1876.	
BOKHARA	W.D. Anderson	2932	450	22nd	Southampton.
CEYLON	J. Orman	2111	450	29th	Suez, &c.
				June	
GWALIOR	J. C. Babot	2735	450	2nd	Southampton.
GHELONG	C. Fraser	1835	250	9th	Suez, &c.
AUSTRALIA	J. S. Murray	3863	600	14th	Southampton.
TRAVANCORE	W. B. Andrews	1900	350	23rd	Suez, &c.
NIZAM	A. R. Barlow,	2735	450	30th	Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change Vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Marazion, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Marazion, at 3 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On MONDAY, the 29th May 1876, at 3 P.M., from Marazion.

THE P. and O. Co.'s S.S. MONGOLIA, Captain A. Coleman, (2,833 Tons and 550 H. P.), will be despatched as above, carrying H.M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on FRIDAY, the 26th May 1876.

GEORGE F. HENRY,
Bombay, 15th May 1876. Superintendent.

BOMBAY TO SOUTHAMPTON. TO SAIL ABOUT 26TH MAY.

THE attention of Families intending to proceed to England is specially invited to the fine Steamer GALATEA, 3,001 Tons Register, 360 H.P. nominal, classed 100 A 1 at Lloyd's, well-known in the South American Passenger Service as one of the favourite steamers of the Belgrian Royal Mail Company. She has superior accommodation for Fifty First Class Passengers, and carries a DOCTOR and STEWARDESS. Inspection of the Saloon and Cabins is particularly solicited.

GRINDLAY, GROOM & Co.,
Passenger Agents.
McCULLOCH, BEYTS & Co.,
Agents

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, via SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL:—

	From Glasgow.	From Liverpool.	From Bombay.
	Tons H.P.		
EUROPA	2677 474	22d April.	26th April. 14th May.
INDIA	2289 500	29th May.	27th May. 19th July.
MACEDONIA	2372 486	12th June.	24th June. 19th August.

And regularly thereafter. Further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

FARES FROM BOMBAY TO LIVERPOOL. Rs. Guns.

FIRST CLASS ..... Rs. 500 ..... Rs. 360

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve month of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 27th April 1876

STEAM TO ADEN, ZANZIBAR AND MOZAMBIQUE DIRECT.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), will despatch the S. S. PUTIALLA, 840 Tons, 130 H.P., Commander J. L. Shiell, as above (with liberty to call at Goa) on SATURDAY, the 27th May at Noon. She will connect at Aden with the Company's regular Red Sea Steamer and will carry cargo for Hodeida, Jeddah, Suez and other ports.

For Freight and Passage, apply to

W. NICOL & Co., Agents.

Bombay, 18th May 1876.

[illegible] AND NEPHEW'S LINE TO LIVERPOOL DIRECT.

PASSAGE—£45.

THE favourite Steamship CELLA, 1,668 Tons Register, will sail for LIVERPOOL about the end of May. She has good accommodation for a limited number of First-class Passengers.

WHEATLEY, MADDEN & Co.,
Shipping Agents, Bombay.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

THE following or other First-Class Passenger Steamers will be despatched from BOMBAY to TRIESTE:—

	*Tons.	H.P.		
Passenger Steamer TEBE,	2,680,	250,	on 25th June 1876.	

These Steamers have excellent First and Second Class accommodation.

Rates of Passage-money (exclusive of Wines and Spirits, which can be had on board at moderate prices):—

	1st Class.	2nd Class.	Deck.
To Trieste ...	£45 0 ...	£35 0	£13 0
To Port Said...	£32 0 ...	£25 10	£13 5
To Suez	£30 0 ...	£24 0	£12 0
To Aden	£17 0 ...	£13 0	£6 12

No Cargo will be received on board after sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

28 Bombay Green, 25th April 1876.

NOTICE.—CONSIGNEES per Steamer EUROPEAN are hereby informed of the ARRIVAL of the Vessel, and REQUESTED to TAKE DELIVERY AT ONCE of their respective GOODS. No CLAIM of any kind will be PAID after the DEPARTURE of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents

Bombay, 17th May 1876.

NOTICE.—CONSIGNEES of CARGO per Ship CORNWALLIS, Captain Bontface, arrived from London, are REQUESTED to SEND their BILLS of LADING accompanied by DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY AT ONCE of their respective Goods.

No CLAIM of any kind will be paid after the departure of the Vessel unless it be previously passed by the Captain.

EWART, LATHAM & Co.,
Agents Ship Cornwallis.

Bombay, 13th May 1876.

Homeward Bound PASSENGERS.

GENTLEMEN proceeding to *EUROPE* are invited to inspect the splendid Stock of *TRAVELLING REQUISITES*, of the Best Manufacture, which can always be obtained at

A MOMENT'S NOTICE,
Ready for *Immediate Use.*

A detailed list of Our Celebrated Travelling Kit forwarded on application, Post Free to any part of India.

Light Suits for the Red Sea, or Warm Suits for the Mediterranean made to order in a few hours ..... from Rs. a. 15 0 to 45 0

ASQUITH & COMPANY,
HIRTMAKERS & OUTFITTERS,
The Overland Kit Warehouse,
8, RAMPART ROW, BOMBAY.

HOUSES TO BE LET.

TO LET, the UPPER STORIED BUNGALOW in Middle Colaba, now in the occupation of J. Nesserso, Esq. Apply to

P. BYRAMJEE,
House Agent.

28, Meadow Street.

HOTELS.

MALABAR FAMILY HOTEL, BREACH CANDY, MALABAR HILL, BOMBAY.

THE [illegible] HOTEL is located in the finest, cool[illegible] and fashionable part of Bombay. "It [illegible]rounded by Gardens and beautiful

NEW ADVERTISEMENTS.

FORT THEATRE,
APOLLO STREET,
ENTRANCE TO THE ENGLISH HOTEL.
TO-DAY, FRIDAY, 19TH MAY.
LITTLE TODDLEKINS!
LITTLE TODDLEKINS .....SIR WILLIAM DON, BART.
ALONZO, THE BRAVE!
DAME MARTHA.....SIR WILLIAM DON, BART.
SPECIAL INTRODUCTIONS.
Solo Dance .....Miss Ada Ford.
Song and Dance .....Miss Flora Ford.
Double Dance .....Misses Marian & Ada Ford.
Dance .....Miss Minnie Williams and Sir William Don, Bart.
Double Dance .....Miss Ada Ford and Sir William Don, Bart.
Song 'L'Hirondelle' ('L'Oeil Crevé') Miss Minnie Williams.
PRICES OF ADMISSION.
First Class .....Rs. 2 | Second Class .....Re. 1
Tickets can be obtained and Seats secured at the English Hotel.
Doors open at 8-30. Performance to commence at 9 o'clock punctually.
N. B.—Extra Tramway Cars leave from Elphinstone Circle and Church Gate Street after the performance.
PUNKAHS IN FULL SWING.

SPECIAL NOTICE.

HALL LINE OF STEAMERS.
S.S. BRANKSOMEHALL.

THE attention of intending Passengers to England is particularly called to this fine new Steamer which sails positively on the 27th instant for Liverpool.

W. & GRAHAM & Co., Agents.

Bombay, 18th May 1876.

GREAT INDIAN PENINSULA RAILWAY. NOTICE.

CLOSING OF THE WARDHA VALLEY STATE RAILWAY.

It is hereby notified that under instructions from Government, the Wardha Valley State Railway will be closed on and after SUNDAY, the 4th June next, until further notice.

Trains will therefore not run between Hinganghat and Sonsigaon and the Wardha Station of the G. I. P. Railway, after the 3rd June next; and, on and after the 4th June next, all notices as to local and through booking and all arrangements for the conveyance of Passengers and other Traffic will, as far as they relate to the line between Wardha and Hinganghat, be cancelled and withdrawn.

HENRY CONDER,
General Traffic Manager.

Bombay, 18th May 1876.

THE MUNICIPAL COMMISSIONER for the CITY of BOMBAY hereby invites Applications for the Appointment of Assistant to the Ex. Engineer of the Municipality.

Applications must be submitted to him on or before 5 P.M. on the 16th day of June next, and should be accompanied with copies of Testimonials, and also an account of previous employment.

The Salary of the Appointment is Rs. 400 per mensem, with no Allowances.

None but those who have served their Articles of Apprenticeship with a qualified Civil Engineer, or have taken an University Degree in Civil Engineering, and have had in either case at least five years' professional practice, need apply.

By Order of the Municipal Commissioner,
C. B. BRAHAM, C.E.,
Deputy Ex. Engineer in Charge.

Ex. Engineer's Office, 17th May 1876.

DESPATCH BOXES, PAPER BOXES, WRITING DESKS.

CHUBB'S DESPATCH BOXES, fitted with Stationery Inkstand, Pen Tray, &c., No. 2. Rs 54 0
Ditto ditto *with extra Tray* 58 0
Leather Cover for either of the above with Strap and Buckle 17 8
Ditto ditto large size, No. 3 ..... 60 0
Leather Cover for above 17 8

CHUBB'S PAPER BOXES, containing Inkstand, and Pen Tray, No 2 .....Rs. 35 0
Ditto ditto No. 3 ..... 37 8
Ditto ditto No. 4 ..... 40 0

CHUBB'S PALANQUIN DESPATCH BOXES, flat shape, fitted with Blotting Book, Tray and Inkstand only ..... Rs. 55 0
Cover for ditto ditto ditto 17 8

SMITH'S LADIES' WRITING DESK, 3 fold, Despatch Box shape, Red Persian, lined green silk, fitted with 2 Bootsonite Tablets, Blotting Book, Stationery, and all needful requisites ..... Rs. 37 8

ALLEN'S 14-INCH REGISTERED DESPATCH BOX, of best Morocco Leather, Brass bound, with 2 Bootsonite Tablets and Fittings, Net Cash. 90 0

A B C DESPATCH BOX for Alphabetical arrangement of Papers in Morocco Leather, with Fall Front, enclosing Paper and Envelopes, Inkstand, Blotting Book, &c. .....Rs. 35 0

CHUBB'S DEED BOXES, in Japanned Tin, No. 1, 12½ by 8 by 7 .....Rs. 25 0
Ditto No. 2, 14 by 9½ by 8½ 30 0
Ditto No. 3, 18 by 11 by 9½ 45 0

OFFICE STATIONERY CABINETS, JAPANNED TIN RACKS, TOURIST WRITING CASES, &c., &c.

THACKER, VINING & Co.

SACCHARO-CHIRETTINE

Is a prompt and powerful Tonic; adapted to patients of all ages, and incapable of deranging the most delicate functions. In Nervous and Muscular Lassitude and in want of Appetite it is invaluable.

Per Bottle—Re. 1-8 and Rs. 2-8.

D. S. KEMP & CO.,
7, ELPHINSTONE CIRCLE, BOMBAY.

THERMOMETERS OF GUARANTEED ACCURACY.

	Rs. a.		Rs. a.
Polished Boxwood, 8 to 12 inch..Rs.	1 8	to Rs.	6 8
Japanned Tin, 8 to 14 inch ..... ,,	2 8	to ,,	3 4
Ivory, Pocket, in Morocco Cases ..		,,	5 0
Pedestal, with Glass Shade, 6 to 8 inch ..... ,,	8 0	to ,,	10 0

SELF REGISTERING.

Max. and Min. in one Instrument.
Boxwood Scale in Metal Frame .....Rs. 8 0
Porcelain do. do. ..... ,, 20 0
Max. and Min. in separate Instruments.
Boxwood in Mahogany case, Alpine Club pattern ..... Rs. 20 0
Do. Morocco do. neat pocket size ,, 34 0
Porcelain and Bronze in Mahogany case, Livingston's Pattern ..... ,, 34 0
Minimum on Oak or Boxwood .....Rs. 4 and ,, 6 0
Maximum do. do. ..... ,, 7 and ,, 9 0

Also,

Wet and Dry Bulb and various other Thermometers for scientific purposes.

D. S. KEMP & Co.,
SASSOON HOUSE, BOMBAY.

For Sale at this Office.

THE PRIVATE SOLDIER IN INDIA.

(Revised and Reprinted from the "Bombay Gazette.")

PRICE—ONE RUPEE.

COPPER-PLATE PRINTING ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seal, Seals for Stamping Envelopes, &c., engraved to order, at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

SPECIAL SHORT ADVERTISEMENTS.

WANTED, a BROUGHAM, HARNESS, and HORSE. Address "G. C. W.," Cooperage, Esplanade.

PALKHI, complete for Rs. 25; the property of a Gentleman; on view at CRAWFORD'S, Auctioneers, Marine Street, Fort.

FOR SALE, a Turnout, DOG CART, with Cover and Grey Arab Horse, owner leaving Bombay. Rs 450. Apply to "A. H.," care of Printer

A GENTLEMAN occupying fitst-rate QUARTERS, in the Fort, is desirous of meeting with another Gentleman to share the Rooms, &c., during the monsoon months. Address "M. A. C.," care of this Paper.

TRICHINOPOLY, Dawsons, Nobles, Regalias, the best Cheroots ever imported into Bombay, just received by W. J. ESSAI, Forbes Street, Bombay.

TO LET, two newly-erected Offices (can be converted into one) and Godowns in Apollo St., next to Pearce's. Godowns adapted for Show Rooms. Apply to J. PEARSE.

MALABAR HILL.

TO BE LET, for six months, from May to November, a large, well furnished BUNGALOW on Malabar Hill. Apply to "A." *Bombay Gazette* Office.

FOR SALE, an English built Barouche, by Laurie and Marner, with a pair of Grey Horses, over 15 hands, and set of English Harness; also a Grey Brougham Horse. Apply to "A. B.," care of *Bombay Gazette* Office.

NOTICE to Bankers and Merchants.—Now Ready: The Companion to the New Exchange Calculator at rates progressing by 1/32 of a Penny from 1s. 0d. to 1s. 2 31/32d. per Rupee. Price Rs. 2 per Copy. Apply to DINANATH MUDDONJEE, at Messrs. Finlay, Scott & Co.

ELECTRO-PLATED WARE.

THE Company's Supplies of these Goods are from the best Manufacturers only, and may be thoroughly relied upon for strength and wear. In elegance, novelty of designs, and variety of selection the Stock is unequalled by any in the Presidency.

BEER MUGS AND GOBLETS, from Rs. 10 to Rs. 35.
BISCUIT CADDIES, from Rs. 25 to Rs. 110.
BUTTER DISHES, from Rs. 9 to Rs. 40.
CAKE OR BREAD BASKETS, from Rs. 18 to Rs. 60.
CANDLESTICKS, per pair, from Rs. 21 to Rs. 60.
CLARET JUGS, from Rs. 12 to Rs. 100.
CRUET FRAMES, B. or D., from Rs. 12 to Rs. 120.
DESSERT KNIVES AND FORKS, sets, from Rs. 60 to Rs. 200.
EGG FRAMES AND STEAMERS, from Rs. 22-8 to Rs. 100.
EPERGNES & CENTRE PIECES, from Rs. 45 to Rs 300.
FISH KNIVES AND FORKS, sets, from Rs. 60 to Rs. 200.
ICE JUGS, from Rs. 40 to Rs. 100.
INKSTANDS, from Rs. 40 to Rs. 100.
MARMALADE OR JAM JARS, from Rs 8 to Rs 50.
MUFFINEERS, per pair, from Rs. 4-8 to Rs. 25.
NAPKIN RINGS, sets, from Rs. 9 to Rs. 40.
PICKLE FRAMES, from Rs. 22-8 to Rs. 75.
SALVERS AND WAITERS, from Rs. 18 to Rs. 75.
SALT CELLARS AND SPOONS, from a pair, Rs. 9 to a set Rs. 75.
SARDINE BOXES AND TONGS, from Rs. 22-8 to Rs. 56.
SUGAR BASKETS, from Rs. 10 to Rs. 30.
TEA AND COFFEE SERVICES, from Rs. 90 to Rs. 300.
TOAST RACKS, from Rs. 15 to Rs. 30.
SUITES OF FORKS AND SPOONS from Rs. 90 to Rs. 300.

A LIST OF TABLE PLATE AND CUTLERY CAN BE HAD ON APPLICATION.
Electro-Plated Ware of every description.
SILVER GOODS FOR PRESENTATION.

TREACHER & COMPANY, LIMITED, BOMBAY, BYCULLA, AND POONA.

BADHAM & COMPANY'S SPECIAL KIT,

FOR OVERLAND PASSENGERS AND TRAVELLERS,
READY FOR IMMEDIATE USE.

CASH PRICES.

	Rs. a.		Rs. a.		Rs. a.		Rs. a.
Deck Suits	10 to 16 8	Travelling Caps	3 8	Gents' Dressing Cases ...	11 8	Filters for Travellers covered Wicker, from	11 4
Overland Suits	25 0	Travelling Seal-skin Caps	5 to 6 0	Soiled Linen Bags, all sizes	5 to 6 0	Pocket Filters	2 12
Warm Suits	30 0	Do.	6-8 to 8 8	Cash Bags	6 12	Air Tight Uniform cases.	23 0
Overcoats and Inverness Capes, from	35 0	Travelling Hats.....	3-8 to 4 8	Money Belts	2-8 to 6 8	Sponge Bags	1 5
Dressing Gowns.....	9 to 20 0	Sovereign Boxes	3 to 4 8	Tiffin Baskets fitted 16 to 20	12 8	Sponges	3 8
Pyjamas	3 0	Cardigan Jackets, very warm	4-8 to 12 8	Air Pillows	5 0	Soap Boxes	1 8
Oxford Shirts, Collar attached	5 8	Sheets, per pair.....	9 8	Travelling do	1 8	Smelling Salts, per bottle	2 8
White do.	4 8	Pillow Cases, each 1-4 to	2 8	Soglio Leather do.....	7 8	Aromatic Vinegar per bot	2 0
French Cambric do., Collar attached	4 8	Blankets..... each	10 8	Do. Horse Hair do ...	7 8	Tooth Brush Guards	0 10
English Cambric do	4 0	Long Rugs or Scotch Mauds.....	10 to 15 0	Folding Camp Bedsteads	32 8	Do. Brushes	0 10
Best Shirts, Flan el do..	8 0	Cotton do.	15 0	Cork Mattresses	19 8	Nail Do	0 12
Silk and Wool do.....	8 8	Rezais or Quilts	5 8	Cotton do.	15 0	Hair Brushes and Combs	
Spun Silk do.....	11 0	Ladies' Long Wool Shawls	From 22 0	Rug Straps.....	1-8 to 2 8	in Pigskin cases..	5 to 12 8
Gents' Under Vests 3-8 to	6 0	Portmanteaus or Overland Trunks.....	12-8 to 23 0	Waterproof Cloth Sheeting...	6 0	Razors, Ivory Handles ...	3 8
Bathing Drawers	2 0	Solid Leather do	4 0	42-Inch Cotton Waterproof	4 8	Do. Strops.....	3-8 to 5 1
Gents' Under Pants..4 to	8 0	Extra Large do	7 0	Do. Strops.....	3-8 to 5 1	Nail Scissors.....	1-8 to 1 12
Silk Sundowners	2 8	Black Bide Bags	11 8	Linen Faced Collars	0 12	Brier Root Pipes, in Cases	3 to 5 0
Gents' Cotton Socks, doz.	8 8	Extra large do.....	24 0	Cambric Handkerchiefs ,,	5 0	Tobacco Pouches.....	1 8
Warm do.....	15 8	Gladstone Bags	35 0	Warm Gloves	1 8	Champagne Taps	8 8
Ladies' Under Vests..4to	6 8	Ladies' Hand Bag	7 8	Mufflers	2 12	Pocket Knives	2 8
Ladies' Cotton Hose doz.....	13 8	Travelling Writing Cases fitted	11 4	Pens, Scarf	1 0	Marine Soap, 3 cakes for	0 12
Ladies' Heather Merino Hose doz.....	9 8	Gents' Bags, fitted complete.....	72 0	Sailors' Knot.....	1-8 to 2 0	Shaving do. Stick	1 0
Children's White Cotton Socks, from doz..	6 8 to 12 8	Ladies' Bags, fitted complete.....	72 0	Windsors for Bow or Ring	1-8 to 4 0	Lloyd's Eau-de	1 8
Heather Merino do 6-8 to	12 8	Ladies' Bags, fitted complete.....	58 8	Gents' Linen Collars	2 12	Oriental Tooth Paste.....	1 8
Ladies' Sun and Travelling Hats, from.....	6 to 10 0	China Bath Slippers	1 0	Gents' Linen Cuffs	2 12	Frazer's Hair Lotion, per bottle	2 8
				Overland Chairs, best Beech	6 to 12 8	Large Labels, per doz.	2 8

TIGER CLAW, SWAMY, SILVER AND GOLD TRICHINOPOLY JEWELLERY, VERY SUITABLE PRESENTS FOR FRIENDS AT HOME.

A LARGE STOCK OF READY MADE CLOTHING ALWAYS ON HAND.

BADHAM AND COMPANY.

THE LARGEST, CHEAPEST, AND THE BEST ASSORTMENT OF TWEEDS IN BOMBAY.

TWEEDS AT A GREAT REDUCTION OF PRICES.

COATS D. B. and TROUSERS, fine Wool, strong, and just the thing for Office or Jungle Wear	Rs.	16	to 20
SCOTCH TWEED, superior quality, COATS and TROUSERS	,,	25	to 30
WEST OF ENGLAND TWEED, New Pattern, ditto ditto	,,	35	to 40
SILK MIXED TWEEDS and Fancy Coatings, ditto ditto	,,	45	to 50

TO ARRIVE,

ALLAN'S CYCLONIAN WATERPROOF SUITS.

WELL-KNOWN TO RESIST THE SEVEREST WEATHER AND WARRANTED NOT TO STICK TOGETHER.

For Suits, send size of chest, Height and [illegible]	Rs.	30
Military Regulation Waterproof Capes	,,	35 to 39

A. ALLAN,

TAILOR, OUTFITTER AND HOSIER, 17, APOLLO STREET.

ARRIVAL OF NEW AND VARIED STOCK OF

THE SINGER MANUFACTURING COMPANY'S CELEBRATED

LOCK-STITCH SEWING MACHINES OF ALL DESCRIPTIONS,
PER S. S. TRINACRIA.
AT THEIR BRANCH DEPOT No. 6, ELPHINSTONE CIRCLE, BOMBAY.
AGENCY IN POONA: A. D. EZEKIEL, THE POONA IRON AND BRASS FOUNDRY.
BRANCH DEPOT CALCUTTA: 2, CHOWRINGHEE ROAD.

THE SINGER MANUFACTURING CO.,

No. 6, ELPHINSTONE CIRCLE, BOMBAY.

MILLINERY ESTABLISHMENT.

ESTABLISHED IN 1851.

UXBRIDGE HOUSE,
7, CHURCH GATE STREET, BOMBAY.

MRS. LAKE,

MILLINER, DRESSMAKER, SILK MERCER, OUTFITTER, &c.

THE LARGEST, CHEAPEST AND MOST FASHIONABLE ASSORTMENT OF MILLINERY IN BOMBAY.

Superior Kid Gloves for Gentlemen—White, Black and Colored, "Black and White Scarves and Dress Neckties."

Superior Kid Gloves for Ladies—1, 2, 3 and 4 *Buttons.*

LADIES' OWN MATERIAL MADE UP WITH CARE AND TASTE.
WEDDING AND MOURNING ORDERS RECEIVE SPECIAL ATTENTION.

7, CHURCH GATE STREET, FORT.

HAMILTON AND COMPANY,

JEWELLERS AND SILVERSMITHS.

STUDS AND SLEEVE LINKS, with Collar Button, in sets, plain, engraved, chased or enamelled Gold in cases ... .Rs.	45 to 100	
,, set with Cornelian, Onyx, Coral, Carbuncle, &c. ..Rs.	50 to 150	
,, Turquoise Pavé, or otherwise richly gemmed .. ..Rs.	200 to 350	
STUDS only, plain or engraved Gold ...Rs.	14 to 25	
,, handsomely chased or figured enamel ..Rs.	22 to 40	
,, very elegant, for evening wear, set with precious stones ..Rs.	40 to 500	
SLEEVE LINKS AND SOLITAIRES, plain or chased .. ...Rs.	16 to 40	
,, enamelled, or enamel and precious stones Rs.	50 to 200

COMMERCIAL INTELLIGENCE

THURSDAY EVENING, 18TH MAY 1876.

YESTERDAY'S Liverpool telegrams report the Cotton Market unchanged. The sales reached 10,000 bales and the market was said to be steady, but prices on the spot were unaltered. To arrive, the only quotation given by the public messages is 4 11/16d. per lb. for Good Fair Omra with the G. F. clause May shipment Cape, an advance, apparently of 1/16d., but private quotations do not bear this out, Good Fair Dhollera with the G. F. clause May-June shipment Cape being still quoted at 4½d. per lb. sellers, Fair with the Fair clause at 4½d. per lb. Yesterday's New York advices are again weaker, Mid-Uplands on the spot and July shipment having both declined ½ cent. per lb. The receipts at the U. S. ports to date are as follows :—

	1876.	1875.	1874.
Wednesday's Receipts ...	3,000	3,000	4,000
Friday's do.	15,000	13,000	18,000
Total since 1st Sept.	3,983,000	3,360,000	3,634,000

PIECE GOODS in Manchester continue depressed, and the downward tendency of Exchange here is likely to cause a further adverse effect. The London Coffee Market is firm at a recovery of 1s. per cwt. in Mid-Plantation-Ceylon. Cocoanut Oil and Seeds are unaltered.

A payment of £389,000 went into the Bank of England yesterday, making £564,000 paid in against £288,000 withdrawn since last return. Consols remain at 96½ and Bar Silver at 53d. per oz.

The allotments of the Council drafts on India in London yesterday gave £482,000 to Calcutta and £120,000 to Bombay at an average of 1s. 8·4d. tenders at 1s. 8½d. per rupee receiving in full on both places. This result, although not altogether unexpected, is less favourable than most people counted upon, the general opinion on this side having been in favour of a full allotment of £700,000 at 1s. 8¼d. per rupee. The fact of £388,000 less than the full amount having been allotted shows, in the first place, that the demand for remittance to this side has so far fallen off that even at 1s. 8¼d. £700,000 could not find buyers, while in the second place it also shows as clearly that the Government minimum was fixed at 1s. 8⅜d. This is the lowest figure the Government have yet accepted for their bills, and in accepting it they stand convicted of mismanagement of the most distinct character, as it simply amounts to their having taken 1½ to 2 per cent. less than they refused three months ago, having borrowed money in the meantime to enable them to suspend their drawings. And whether they have not done wrong in even fixing 1s. 8⅜d. as a minimum remains to be seen. So far as present appearances go it is a rate which is not likely to be obtained again for some months to come, and unless therefore an additional Loan is to be brought out at home it promises a repetition of the previous case, refusing 1s. 8⅜d. to accept 1s. 8d. or less afterwards.

STERLING EXCHANGE has naturally evinced a very weak feeling to-day, but so far the decline has been less rapid than the result of the Council drawings would have led us to expect. In the morning the Banks reduced their drawing rates 1/16d. to 3/32d. all round, but named 1s. 8 11/16d. as their best buying rate, and although 1/16d. has since been taken off this, sellers still seem inclined to hold for a further decline. The Bank of Bengal in Calcutta have further reduced their rates of interest and discount by one per cent. at their Board Meeting to-day, and we may take this as a decided indication of easier money. We may look for a similar movement here ere long, but our Presidency Bank, although generally the first to raise, are the last to reduce rates of discount.

We quote Bills in London as follows :—

Bank Bills, on demand ...	1s. 8⅝d.	per Rupee
Do. Telegraphic.....	1s. 8 5-16d.	,,
Do. 6 months' sight.....	1s. 8⅝d.	,,
Credits, 3 months' sight ...	1s. 8⅝d.	,,
Documents, 3 months' sight	1s. 8 11-16d.	,,

On Calcutta we still quote demand at ⅛ to 3/16 per cent. premium, 60 days' sight 1 per cent. discount.

GOVERNMENT PAPER is somewhat steadier than yesterday, but unchanged as regards value. Fours Rs. 101¼ ; Fours-and-a-half Rs. 101½ ; Fives-and-a-half Rs. 103¼.

The SHARE MARKET is dull, transactions being almost entirely confined to Spinning and Weaving Shares which are consequently the only Scrip showing any change in values. Dhurrumseys are Rs. 15 higher, Flemings Rs. 5, Madras Spinning Rs. 10, Morarjee Rs. 15, while Jewraj Balloos are Rs. 10 per share lower.

COTTON to-day has been quiet, but a trifle steadier ; a moderate demand has prevailed, and where dealers have been disposed to accept fair prices business has resulted. We make no actual change in value, the current level being already ahead of Liverpool arrival currencies. The receipts yesterday were 3,924 bales, making 36,498 bales for the six days. Something like 200 Bhownuggur, Dhollera, and Kattiawar boats are on the way, and a change of wind for a few hours therefore might at any time materially change the figures.

FREIGHTS continue dull and unaltered. By Steamer £2 is the current quotation and by Iron sailing ships £1·16·3 for Liverpool.

PIECE GOODS are again in slightly better request in the Bazaar, a considerable business having been done to-day at fully previous rates. From first hands, however, there is no decided improvement in the extent of business doing except only in White Mills of which some 300 packages have found buyers.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares	Nomi. Value p. sh.	Paid up.	Last Dividend.	Banks.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
200,000	100	all	5 p.ct	Agra Bank	96
10,000	1,000	all	10 do.	Bank of Bengal.....	1,400xd
80,000	500	all	5 p.ct	Bank of Bombay New...	725
5,250	1,000	all	8 do.	Bank of Madras.....	1,200
280,000	250	all	9 p.ct	Chartered Mercantile Bank. of L. I. & China	300
40,000	25½	all	6 p.ct	Hong. & Shanghai Bank.	300
40,000	250	all	5 p.ct	Chartered Bank of India, and China	195
40,000	250	125	12 do.	National Bank of India..	166 ex d
60,000	250	all		Oriental Bank.....	480

SPINNING AND WEAVING COMPANIES.

600	1,250	all	50 p.c*	Alexandra Spinning.....	1,150
500	2,500	all	150*	Alliance Spinning	3,600
300	2,000	all	...	Bhownuggur M. & P. Co.	1,740
300	1,000	all	50 p.s	Bombay United	1,110
400	250	150	10*	Bre ch Candy Mills	160
200	1,000	750	...	Colaba Spinning.....	800
2,500	1,000	all	100 p.s	Dhurumsey Spinning ..	950
1,500	1,250	all	50 p.s	Fleming S. W. Co.....	1000
1,400	1,000	all	60p.c*	Great Eastern	1,145
2,000	300	all	...	Bombay Hemp & Jute Mill Co	270
700	1,000	all	80p.s	Hindustan S. W. Co.....	1,035
750	1,000	all	65p.s	Jewraj Balloo Mills	1,015
		200	...	Khandelah Spinning	850
1,000	1,000	all	...	Khatao Mussnjee S. & W. Co.	930
300	1,250	all	Nil	Madras Spinning	1,060
	...	500	75*	Madras U. Spinning	1,080
2,500	1,000	all	70	Manockji Petit's.....	1,135
1,050	1,000	all	60p.c*	Morarjee Spinning	1,175
4,000	625	all	65p.c*	Oriental	745
2,500	1,250	all	...	Prince of Wales Spinning	1,150
1,000	1,000	all	...	Sassoon S. W. Co.....	875
2,110	1,000	1,000	200p.s	Soonderdas Spinning ..	865
800	1,000	350	125p.c	Do. do. 1/4 share.	200

* For share for the half-year.

PRESS COMPANIES.

160	5,000	2,850	200 p.c	Akbar Cotton Press Co..	1,450
800	2,000	1,100	80 p.c	Albert Co. Karachee...	730
100	500	all	18 p.c.	Albert Ginning Co.....	650
250	1,000	1,000	...	Alfred Mills Co.....	1,105
12,000	11,000	11,000	425 p.c	Apollo Press Co.....	3,100
175	1,000	all	60	Belle	790
150	500	all	65 p.c	Berar Company (New)...	540
2,000	250	all	42 p.c	Bndia Press Co.	265
24,000	250	all	64 p.c.	Broach Cotton Co.....	90
400	1,500	all	75 p.c	Carwar Co.....	900
200	250	...	...	Coconada Press Co.....	15
1,500	1,880	all	700 p.c	Colaba Press Co	8,100
600	200	all	Nil	Dho'era P & G. Co	150
800	1,000	all	180 p.c	Ea t India Press Co.....	860
1,800	8,500	all	Rs.800	F rt Press Co	1,400
1,800	2,000	2,000	15 p.c	Framji Cowasji Press Company	300
200	500	all	100 p.c	Freach Press Co.....	425
1,150	...	1,400	100 p.c	Imperial Press Co.....	410
3,125	400	350	45 p.c	Mahomed Press & Ginning Co.....	350
600	2,000	2,000	...	Nicol Press Manufacturing Co., Ld.....	1,125
120	...	1,500	350 p.c	Prince of W. Press	700
200	500	all	100 p.c	Sassoon's Press Co.....	525
300	750	45	p.c	Scinde Press Co.....	430
300	1,000	750	...	Scinde & Punjaub Cotton Press Co., Limited.....	1,025
150	250	all	12 p.c.	Victoria Cotton Gin and Press Co	600xl
600	1,00*	,,	125p.c*	Volkart's United Press Co.	880

* For share, for the year.

RAILWAY COMPANIES.

	£20	21 7 6	5 p.c.	G. I. P. Railway Consolidated Stock	267
	£20	10 2 1	do.	Do. New £20 Shares.....	12
	£20	6 5	do.	Ditto	7
	£20	21 15	do.	Ditto	22
	100	1,000	do.	B.B. & C.I. Railway Co.	1,100
	£12	12 6	do.	Do. New Shares.....	225

LAND COMPANIES.

4,000	1,000	all	60	Colaba Land Co.....	1,120
1,800	125	all	...	Frere Land & Pier Co. Ld	80
1,750	1,000	700	20 p.s.	Masagon Land	560
6,000	1,400	all	10 do.	Port Canning Land Company, Limited.....	225

MISCELLANEOUS.

2,000	19,500	1500	240 p.c.	Bombay Burmah Trading Corporation	1,880
1,000	50	all	4 p.ct	Bombay Gas Company ...	60
300	1,000	all	...	Bombay Saw Mill Co....	700
500	500	300	20 p.c.	Landing & Shipping Co. of Kurrachee, Ld.	310
2,150	200	100	8 p. t	Malabar Company, Ld ...	70
10,000	50	all	4 p.c	Mechanics' Build'gs Co...	27
7,200	50	all	30 p.c	Trencher & Co.....	475
...	250	all	40 p.c	Vingas Patent Slip	33

SHIPPING INTE...

THE S. S. GLENGYLE, 1,265 tons, Captain W. J. Koyle, sailed yesterday for London, via the Suez Canal, with a general cargo.

THE P. S. PEHLWAN, 101 tons, Captain J. DeCosta sailed yesterday for Cost and Goa, with a general cargo and forty-five deck passengers.

THE B. I. S. N. Co.'s S. S. AFRICA, 1,371 tons, Captain C. C. D. Hutcheson, sailed yesterday for Coast and Calcutta, with a general cargo and the following passengers :—Mr. Payne and servant, Mr. Kapp and servant, and four deck passengers.

THE B. I. S. N. Co.'s S. S. VINGORLA, 316 tons, Captain W. R. Sayers, arrived in harbour yesterday from Kattywar Coast and Kurrachee, with a general cargo and the following passengers :—Capt. J. Ross, and one hundred and twenty-seven deck passengers.

ARRIVAL.

May.	Vessels.	Commanders	From.
18	Vingorla (s).....	Sayers	Kurrachee, May 15.

DEPARTURES.

May.	Vessels.	Commanders.	Destinations.
18	Lady Lisgar	Hughes	Falmouth.
	Glengyle (s).....	Koyle	London.
	Africa (s).....	Hutcheson ...	Coast and Calcutta.
	Pehlwan (s).....	DeCosta	Coast and Goa.

The following vessels were entered out for loading yesterday :—
Steamer Monte Moro, to Dunkirk.
Steamer Corun, to Coast and Carwar.
Ship Star of Germany, to London.

CALCUTTA.

ARRIVALS.

May.			
14	Livorno (s)	Vair	Bourbon, Apr 21.
	Rajpootana (s).....	Merby	——, Apr 22.

DEPARTURES.

May.			
14	Peter Stuart.....	.....	.....
	Ganges	.....	.....
	James Service.....	.....	.....

MADRAS.

ARRIVAL.

May.		
14	Lady Rawlinson.....	Colombo.

DEPARTURES.

May.		
14	Dorunda (s).....	Calcutta.
15	Indian Merchant	Rangoon.
16	Ava.....	Bombay, and S. Ports.

DAILY IMPORTS.—MAY 18.

FROM LIVERPOOL.

Trinacria s—199 bundles steel hoops, Greaves, Cotton and Co.
Celia s—70 cases gin, Dhunjeebhoy Cawasjee.

FROM LONDON.

Marlborough—50 cases matches, Volkart Brothers ; 90 case paper, Ritch's, Stuart and Co ; 29 packages provision, 7 packages glassware and 6 packages earthenware, Vullejee Easwjee ; 25 cases table salt, Goolamally Sarofally ; 6 packages glassware, Fuckeerjee Peerjee.
Timor s—105 casks beer, Muncherjee and Eduljee Bezanjee ; 8 cases hardware, Eduljee Pestonjee ; 10 casks zinc sheets, Hussumally Cassumjee : 80 cases matches, John S Elmore and C ; 15 bales paper H Cascon and Co.
Parsee s—1 butt sherry, C Bounevialle and Co

FROM BORDEAUX.

Sumatra s—20 cases brandy, L Sibille and Co.

DAILY EXPORTS.—MAY 18.

FOR LIVERPOOL.

Aldergrove—250 bales cotton, Peel, Cassels and Co.
Khorasan—81 bales cotton, Hurjeevan Lalladhur ; 50 bales cotton, Ruttonsee Mooljee ; 200 bales cotton, Knoop and Co ; 250 bales cotton, Wallace and Co ; 26 bales cotton, Ambaidas ; 100 bales cotton, Bhugwandass Jetha ; 500 bales cotton, W Nicol and Co ; 44 bales hemp Jetha Purseram.
British Army—500 bales cotton, Nusserwanjee Manuckjee and Co.
Cape Comorin—178 bales cotton, Killick, Nixon and Co ; 400 bales cotton W and A Graham and Co.
Stornoway—197 cwts coir yarn, Nanjee Khuttow ; 200 bales cotton, Khuttow Ludha.
Sierra Morena—635 packages myrabollams, Mowjee Godoo.
Zampa s—91 bales wool, Mocljee Jetha and Co ; 208 bales cotton, Anderson and Co ; 50 bales cotton, Cowasjee Meerjee.
Vixen s—25 bales wool, Thackersay Gopaljee, 25 bales wool, Mowjee Khanbhoy, 753 bags wheat, Stearns, Hobart and Co ; 8 bales wool, Dayabhoy Cullianjee ; 52 bales cotton, Cowasjee Mowjee.
Celia s—105 bales wool, Goculdass Toolseedass ; 55 bales wool, Jewandass Premjee ; 75 bales cotton, Valubdass Manchund ; 125 bales wool, Ramenrson Ramdayall ; 1,600 packets, wheat, Stearns, Hobart and Co ; 50 bales wool, Dewjee Govindjee ; 30 bales wool, Jewandass Premjee.
Branksome Hall s—'08 bales hemp, Lalljee Narronjee ; 79 bales cotton, Trikumjee Nemedas ; 400 bales cotton, Gaddum and Co ; 200 bales cotton, Ralli Brothers ; 250 bales cot on, Finlay, Muir and Co ; 125 bales cotton, Rajoobhoy Daya ; 40 bales cotton, Dewjee Govindjee ; 165 bales wool, Nursee Khuttow ; 50 bales cotton, Wallace and Co.
Flying Venus—1 bale cotton, Jamsetjee Cursetjee and Co.
Tendoo s—200 bales cotton, Killick, Nixon and Co ; 88 bales cotton, Ritchie, Stuart and Co ; 100 bales cotton, Heerjee Nagsee and Co ; 62 bales cotton, Anandroop Custoorchund ; 110 bales cotton, Turvey Jaitha ; 257 bales cotton, Ritchie, Steuart and Co ; 300 bales cotton, Campbell, Mitchell and Co ; 100 bales cotton, Goculdass Toolseedass ; 95 bales cotton, Rowchund Manuckchund ; 84 bales cotton, Motilall Rathi ; 34 bales cotton, Sereeram Saluckram ; 100 bales cotton, Bhimsee Jaitha ; 150 bales cotton, Finlay, Muir and Co ; 100 bales cotton, Sir Charles Forbes and Co ; 78 bales cotton, Pacoo Veersee ; 30 bales cotton, Laljee Thackersee ; 62 bales cotton, Nusserwanjee Cursetjee ; 21 bales cotton and 111 bales wool, Kessowjee Toolseedass ; 40 bales wool, Mowjee Coorpall ; 25 bales wool, Cursondass Nensee ; 25 bales wool, Bhimjee Canjee ; 60 bales wool, Goculdass Toolseedass ; 17 bales wool, Heranund Khieldass ; 2,600 packets wheat, Stearns, Hobart and Co ; 1,200 bags wheat, Knoop and Co.

FOR LONDON.

Landerdale—150 owts coir yarn, Madhowjee Ghella.
Bokhara s—91 bags turmeric and 21 bundles coolpa, Ebram Hajee Hassum ; 33 bales skins, Poona Huson Abdool Cader Meera Saheb and Co ; 6 bales skins, W Nicol and Co ; 7 bales hides, Curreem Ruckeechund ; 6 bales skins, Hajee Mamed Hajee Esmail ; 206 pieces R teeth, Currimbhoy Allobhoy ; 4 packages silk, Dhurumsey Valljee ; 13 bales hides, Hasum Noormahamed ; 9 bales wool, Jocsub Lutiff.
Star of Germany—1,000 bags rape seed and 2,000 bags linseed, Finlay, Scott and Co.

FOR BREMERHAVEN.

Electra—350 bales cotton, Volkart Brothers.

FOR HULL.

Windsor—200 bags linseed, Ralli Brothers.

FOR HAVRE.

Vinona—600 bales cotton, Jules, Siegfried and Co.
A S Davis—394 bales cotton, George Lockhart and Co.
Bergen s—6 bags linseed, George Lockhart and Co.

FOR GENOA.

Australia s—29 tins castor oil, C Grondona ; 200 bales cotton, E Spinner and Co.

FOR TRIESTE.

Lord Eslington s—100 bales cotton, Volkart Brothers.

FOR BARCELONA.

Australia s—350 bales cotton, E Spinner and Co.

FOR FALMOUTH.

Maitland—5,000 bags linseed, Wallace and Co.

FOR VENICE.

Ceylon s—300 bales cotton, Peel, Cassels and Co.
Geelong s—400 bales cotton, Greaves, Cotton and Co.

FOR MARSEILLES.

Ceylon s—82 bags coffee, P and O Co:
Potomac s—200 bales cotton, G. dum and Co.
Bokhara s—6 cases shawls, W Nicol and Co.
Australia s—2,700 bags wheat, Finlay, Scott and Co.

FOR NAPLES.

Australia s—1,000 bales cotton, Knoop and Co.

FOR DUNKIRK.

Monte Moro s—18,900 bags linseed, Volkart Brothers.
Nio s—7,000 bags linseed, Wallace and Co.

FOR CALCUTTA.

Alpine—7 bales cotton, Young and Co ; 100 bales cotton, Knoop and Co.
Africa s—100 bales cotton, Khetseedass Hurmookroy.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 17th May 1876.

Means of observations taken at 8 a.m., 10 a.m., 2 p.m., 4 p.m., and 10 p.m.

Barometer corrected	29·902
Temperature of the Air	86·5
Wet Bulb Thermometer	78·6
Dew Point	76·1
Relative humidity of Air	·717
Extent of cloudy sky (the whole sky clouded—8).	2·6
Maximum temperature of air (read at 9-30 a.m. on following day)	90·5
Minimum do. do.	81·9
General Direction of wind	SW, WSW, SW, SSW, SW, WSW, W, WSW.
Movement of wind in 24 hours	281

MILITARY INTELLIGENCE.

ARRIVALS.—MAY 17.

Kinlade, Capt and Local Major, Bengal 60th Rifles, on duty from England.
Clark, Surg Major, Bombay 2nd Queens, on sick leave, from Ahmednagar.
Brooke, Capt, Bengal Stpff Corps, from furlough, from England.
Thorburn, Capt, Bombay 33rd Regt, on duty, from England.
Morton, Surg Major, Bombay 7th Regt N I, on leave, from Rajcot

DEPARTURES.—MAY 17.

McCausland, Major, Bombay R A, on leave, to Matheran.

MAY 18.

Beatly, Surg Major, Bombay I M D, on duty, to Poona.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters, Poona, 17th May 1876.

Capt Karslake, 33rd Foot, having completed his duties at the Khandwa Rest House, is directed to rejoin his Regt, travelling expe ditionly by Railway at the public expense.

Sur Maj A M Tippetts, 1st Battalion 5th Fusiliers, proceeding to England on medical certificate, having been found by the Standing Medical Committee, fit for duty with Troops, will proceed in medical charge of the details allotted to the Deccan, in G O No 232 of 16th ultimo, is hereby cancelled.

Surgn t B Gamble, is appointed to do duty with the troops proceeding to England in the Himalaya under medical charge of Surgn G F Churchill.

The undermentioned officers have leave of absence :—

56th Foot—Capt F W V Leckie, in extension, to remain at Bombay, from 16th May to 30th July 1876, to study the native language.

33rd Foot—Major J Wakefield, to the Neilgherry Hills, from 1st May 1876, for six months, on private affairs.

104th Foot—Sub-Lieut A W L Bayly, in extension of privilege leave, to remain at Bombay, from 7th May to 7th August 1876, to study the Native Language.

Army Medical Dept—Surgn S Flood, to England, via Suez Canal, from date of embarkation, to appear before a medical board.

BOMBAY GOVERNMENT ORDERS.

BY THE HONOURABLE THE GOVERNOR IN COUNCIL.

(*Bombay Government Gazette*, May 18.)

MILITARY DEPARTMENT.

Depy Surgn-Genl W G Trousdell, M D, British Medl Estbt, Bengal, is allowed furlough to Europe for six months, on medical certificate, under the provisions of G G O No 737 of 1872.

Capt M P Moriarty, B I S C, is allowed to proceed to Europe, on medical certificate, under the Furlough Regulations of 1868, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.

Furlough to Europe for eighteen months granted by G G O No 332, dated 9th May 1876, to Maj T H Turner, S C, Examiner surveyed the Persia, and in the course of time reported to Mr. Cooper that in their opinion the Persia was quite seaworthy. The sailors were again brought up before the Senior Magistrate, who said that competent surveyors had decided that the Persia was seaworthy. The men, to the best of their ability, said that they did not believe the surveyors' report was correct, and then the Senior Magistrate, horrified at their contumaciousness, intimated that he would give them another chance, and appoint a third surveyor to examine the Persia. Accordingly, Lieutenant Brebner, the Shipping Master, whose interest perhaps it is to get all the seamen he can out of Bombay so that the crippled resources of the Sailors' Home should not be too much encroached upon, was asked to survey the Persia. He did so, and came to the same conclusion with regard to the vessel's soundness that Messrs. Blackmore and Dickson had. The men were again brought before the Senior Magistrate, who asked them once for all whether they would return to their duties on the Persia. They said they would not, because they still knew the ship to be really dangerous ; whereupon they were each sentenced to three weeks' imprisonment. Four days afterwards the Magistrate was astonished to receive a visit from the captain of the Persia asking that the men might be released from imprisonment, for the good and sufficient reason that the Persia was an unsound ship after all. She had been loaded, and then even the captain had come to the conclusion that it would not do to go to sea in her, whereupon he telegraphed home to the owners an account of the state of the case. The owners telegraphed to one of the principal shipowning concerns in Bombay that they would be obliged if it would give the Persia every assistance in its power. No accommodation for the Persia could be found in the P. and O. Dock, and she is now discharging at Carnac Bunder the cargo which she had taken on board in Bombay, after completing which operation she will be docked in the B. I. S. N. Company's Dock for repairs. We understand that the Persia has been found to be leaking badly. How was her true state not discovered by the surveyors? Of course the unfortunate seamen have now been liberated, but we do not think they have been properly dealt with. There is a Government order that in the case of seamen refusing to do duty on board a ship on the ground of the ship's unseaworthiness, the Senior Magistrate should ask the Marine Department to make a survey, the theory being that Government servants, having no interest either on behalf of sailors or of owners, will give a fair and unbiassed report. Why did the Senior Magistrate not follow this plain instruction in the present case? In consequence of the course he followed, the seamen of the Persia have suffered imprisonment for a certain time and have been put to the expense of employing solicitors on their behalf. We think they should be compensated in some way, as they have been unjustifiably dealt with, and that the attention of all Senior Magistrates ought to be distinctly called to the explicit rule that surveys should be made by the independent surveyors who are indicated by the standing orders of Government. Poor Jack is a very ignorant and prejudiced person, and frequently, no doubt, a great rascal, but still he needs protection from those who profess to be better informed than he is. There seems to us to be little doubt that if the seamen of the Persia had been frightened into concurring with the reports of the different surveyors who asserted their conviction that the Persia was sound and seaworthy, another disaster at sea might by this time have had to be recorded, and the only record of the affair would have been brief some newspaper notice attributing the event to the act of God.

"IT never rains but it pours." We have already called attention to the fact of the discovery of extensive frauds in connection with native liquor being dressed up to represent genuine European cognac, and another series of attempted frauds upon the public revenue have now come to our knowledge. A quantity of Malwa opium was recently sent from Ahmedabad to Bombay disguised in various way. Some large "dubburs," declared to be filled with mustard oil, were booked at Ahmedabad station for Bombay, and in course of time they arrived on the Port Trustees' estate. Certain information was given to the Railway Police, which led them to communicate with the Customs' authorities, who went to the place where the dubburs were lying and examined them. They found inside the dubburs a large hole, which was carefully covered up with skin, and which was connected with an inner receptacle. When the skin was torn off a large number of balls of opium were discovered. Suspicion being now thoroughly aroused several boxes from Ahmedabad were opened, and these, too, were found to be filled with balls of opium. The boxes were covered with strongly-tanned hide, so as to conceal the smell of the opium. The total value of the opium thus discovered is Rs. 15,000, the duty on which amounts to no less than Rs, 40,000, so that the "haul" made on this occasion by the Customs authorities is by no means a trifling one. From the appearance of the skins used in the dubburs, it was evident that they had not been used on this occasion for the first time in smuggling opium from Rajpootana or Central India into Bombay, and there is little doubt that a serious loss to the revenue has been incurred in consequence. Every endeavour is being made to trace the senders of the contraband opium, but hitherto without avail, as it has evidently been booked at Ahmedabad under false names ; at all events, no such people as those whose names are given on the railway bills can be found in Ahmedabad. The discovery of the frauds seems to have been owing to one of those quarrels among rogues which frequently give honest folks their own. Some native, who had quarrelled with the main body of the conspirators, wrote an anonymous letter to the police of the B. B. and C. I. Railway, describing the real contents of the dubburs and boxes, and minutely describing the appearance of the latter. At first, it was considered that the letter might be a hoax, but, as we have shown, it turned out to be a true indication to treasure trove. The next thing to be done is to discover the rascals who have been concerned in this extensive system of fraud. As yet, we believe, the police have found no clue. The P. and O. Company have also their troubles at the present moment. Shortly after the arrival of the last mail steamer at Mazagon a boat was observed leaving it, and the Custom House officers gave chase. When the occupants of the boat found that they were likely to be over-hauled they threw its contents overboard. The Custom House officers were, however, successful in the pursuit, and a man named Frank De Souza was captured. It now seems that there is every reason to fear that a system of fraud has been being carried on for a considerable time past, and that the P. & O. Company have been swindled to a great extent. It would appear that De Souza had an arrangement with certain people in the P. and O. fleet, and that from time to time he received from them large supplies of oilmanstores, linen, and other articles belonging to the P. and O. Company. His house has been searched, and large quantities of oilmanstores have been found in it ; and the books of a native stall-keeper in the Crawford Market being seized by the police have revealed the fact that he has had extensive transactions with De Souza. The water police are now endeavouring to discover the articles that were thrown overboard from De Souza's boat. Divers are being constantly employed to bring up evidence of his offences, and they are likely to be successful. Meanwhile, the Superintendent of the P. and O. Company has written to the Commissioner of Customs complaining of the loose system of surveillance in his department which could allow such a system of fraud to go on for a length of time.

THE action taken by some of the members of the Municipal Corporation, in sending the Chairman a requisition demanding that a meeting of the Corporation may be held under Section XII. of Act III. of 1872 to vote an address of congratulation to Her Majesty on her assumption of the title of Empress of India, calls for the most unqualified disapproval of the public of Bombay on account of the presumption of the requisitionists in [illegible] when holding this meeting [illegible] the city of Bombay. [illegible] Corporation have [illegible] the public on the matter and have no authority for constituting themselves the representatives of the city. The Corporation has every right to hold its own meeting and vote its own address of congratulation, but it cannot be contended that because the Corporation exists therefore the public are to be deprived of the constitutional right of voting their own address. The Corporation assumes that the public will not take the trouble of holding a public meeting and of voting an address to the Crown, and it further assumes that it stands in the relation of representatives of the city and may therefore on all occasions and according to its own pleasure become the mouth-piece of the city. This is an undue assumption of authority which, if we are not much mistaken, will be properly resented by the public. And if not resented now it is likely to form a very bad precedent. We have but little public expression of opinion in Bombay at any time, and if the Corporation is to be the only public body authorized to give expression to that opinion we fear there will soon be no independent opinion left.

Quite recently the Chairman of the Municipal Corporation undertook to call a meeting of the members of the Corporation together to vote a farewell address to the Prince of Wales. The meeting was illegal, however good its object, and although illegal nobody cared to protest against it or to refuse to vote the address which Mr. Dosabhoy Framjee had so much at heart. The address was therefore voted on behalf of the city of Bombay. The present attempt on the part of the Corporation to thrust aside the public and take action on their behalf, either with or without their consent, cannot be allowed to pass unchallenged. If the Corporation wishes to represent the public in voting an address of congratulation to Her Majesty, let an appeal be made to the public to ascertain their wishes, but the attempt to ignore the public in the first place and then to take credit for representing the city is a little too bumptious and requires putting down.

It is true that the Corporation represents by the votes which placed its members in office about one-half per cent., or less, of the educated classes, and about one per 10,000 of the people of Bombay, and yet forsooth the 64 Corporationers are the representatives of the city whenever they choose to dub themselves so. The comparison of numbers strengthens the political principle so manfully contended for by the three historical tailors of Tooley Street to be regarded as the "people of England," and when received in this light the Municipal Corporation undoubtedly represents the city of Bombay quite as much as the Tooley Street tailors represented the people of England. In forming a corporate body for the management of municipal affairs it was never contemplated to abolish the public, to deprive them of rights which they previously enjoyed, or to weaken their influence in any way—quite the contrary. But if the Municipal Corporation are to decide all public questions we have no need of a public at all.

There have been differences of opinion regarding the advisability of changing the title of the Sovereign in this country to that of Empress of India ; about this we say nothing now ; the law is passed and the title has been assumed. And now that party dispute is at an end the occasion was a great one for allowing the people of this country, including the people of Bombay, to adopt their own course of proceeding, and express their own feelings of loyalty and satisfaction. This the people of Bombay are not to be allowed to do because of the arrogant assumption of the Corporation that its members are the representatives of the city. We say the occasion was a great one for calling a public meeting of all classes to do honour to the Queen and renew their allegiance, and it is not too late yet to adopt this wiser, broader, and more ancient and regular method of proceeding. It is one not only more becoming the occasion than a meeting of thirty half somnolent Corporationers who will spout loyalty by the yard according "to order," but it will afford all classes and men of all shades of opinion an opportunity of being represented, and much more truly represented than they can be by the members of the Municipal Corporation. The question raised by the action which has been taken by the Corporation requisitionists is this :—Are the public prepared to relinquish their right and privilege of giving expression to public feeling at public meetings in favour of the Municipal Corporation ? We would venture to reply that no community that has once enjoyed this right will ever surrender it, and least of all to so small and insignificant a public body as the Corporation.

Very much more may be said about the proposed meeting of the Corporation, but we prefer waiting the course of events before we enlarge on the subject. Probably it may not be necessary to do so. The Corporation may perceive its error in time and rectify it by allowing the public to take the lead in a matter which they (the public) may choose to regard as one with which they should be directly associated and which should emanate from themselves. The blunder that has been committed could scarcely have occurred if the virtue of modesty had not been swamped by its antitheses.

THE INSPECTION OF THE PORT BY THE PORT TRUSTEES.

YESTERDAY the Port Trustees proceeded in the s. s. Oorun to inspect the foreshore and various other properties entrusted to their care. The Trustees and their guests assembled at the Apollo Bunder at half-past eight o'clock, and by nine they were under weigh on their day's cruise. Among those present were—Captain Robinson, Commodore of Bombay Marine ; Captain Henry, Superintendent of P. and O. Company ; Mr. F. F. Arbuthnot, Collector of Bombay ; F. Mathews (Agent B. B. and C. I. Railway) ; Mr. G. A. Kittredge—all Port Trustees ; and Major Merewether, Executive Engineer of the Harbour Defences ; Lieut.-Colonel White, Deputy Consulting Engineer of Railways ; W. Pedder, Municipal Commissioner ; Rienzi Walton, Executive Engineer, Bombay Municipality ; Mr. Fogo (Remington and Co.) ; Mr. Gubbay and Mr. Solomon (of Messrs. David Sasson and Co.) ; Mr. Gumpert, Austrian Lloyd's Steamship Company ; Mr. Pigot (Barrister) ; Captain Pearle, Master Attendant and Deputy Conservator of the Port ; Mr. Thomas Ormiston, Engineer-in-Chief of the Port Trust ; George Ormiston, Executive Engineer of the Port Trust ; George Manson, Secretary, Port Trust, Captain Morland, Transport Agent ; Mr. T. Lindsley, of Messrs. Glover & Co., contractors ; Mr. John Ryan, Traffic Manager of Port Trust ; Mr. Jolly, Assistant Deputy Conservator of the Port ; and representatives of the local press. The foreshore was inspected in a comfortable and satisfactory way, after which the Oorun steamed among the lovely islands in the upper reach of the harbour, where everybody present had an opportunity of discussing charming scenery and an excellent breakfast. The Oorun then made for Kennery Island, on which the company scrambled to the best of their ability, after safely accomplishing which they proceeded to look at a tank we do not know how many hundred years old which is at present being cleaned out. How much it needed cleaning may be gathered from the fact that there were seven feet of mud at the bottom. A vague hope has been entertained by the Trustees that a considerable part of the plunder made by the Angrias Kolaba pirates might be found at the bottom of the tank, and that the sale of the valuables would relieve the Trust from its present liabilities ; but apparently the wily old pirates knew better than to throw their goods to the bottom of a well, for all that has been discovered h

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

...DAKSHAN.

LAHORE, 18TH MAY.

...that the Hakim of Badakshan ...n attack by the late ruler of ...rict, Jahandarshah, who is at the ...housand cavalry; he has written ...aid.

SUDDEN DEATH OF THE ITALIAN CONSUL AT CALCUTTA.

ALLAHABAD, 18TH MAY.

Lamauroux, Italian Consul for 25 years Calcutta, died of heat apoplexy at the Etawah ailway Station on Sunday morning, and was uried the same evening.

[REUTER'S TELEGRAMS.]

ACCIDENT TO SIR SALAR JUNG.

PARIS, 17TH MAY.

His Excellency Sir Salar Jung, whilst on the stairs of the Grand Hotel yesterday, slipped and dislocated his hip.

LONDON, 17TH MAY.

The Liverpool Cotton Market to-day closed quiet but steady. Surats unchanged.

The London Cotton Market to-day closed unchanged.

Fair Dhollera..... 4¾d.

Piece Goods—The Manchester Market has been depressed.

The sum of £389,000 has this day been paid into the Bank of England.

Bar Silver..... 53d.

3 per cent. Consols for account..... 96¼.

THE nominations for the Deputy Surgeon General-ships are Drs. Hunter and Moore (Rajpootana). No third has yet been nominated.

COLONEL BALLARD is about to proceed to England, and the Chairmanship of the Port Trust will therefore become vacant. Prob bly Colonel Hancock will be appointed to take Colonel Ballard's place in the Port Trust.

A TELEGRAM has been received in Bombay from Aden intimating Mr. J. M. Maclean's retirement from the Town Council. A number of would-be candidates are already looking after the vacant post with great attention.

We have hit the poor *Times of India* very hard on its superfine organ of sensitiveness. After being found out, not in a blunder but in a deli berate attempt to cook the *Athenæum's* article to its own editorial purposes, it summoned all the members of its staff (Parsees and Hindoos included) and adjured them to collect their most ill-chosen and weakly-strong adjectives and hurl them at us in the shape of a letter signed "Judex." We have no time to waste in sympathising with the Pecksniffian grief and simulated honest indignation of our contemporary; but we presume that for some time to come, now that there has been such a sudden demand on the *Times of India's* adjectives, the public will not be troubled with anything but the weakest of editorial original matter from our good-natured and high-principled contemporary.

THE Maharajah of Jeypore leaves his capital either to-day or to-morrow for Delhi *en route* to Simla in search of health.

HIS Excellency Lord Lytton has subscribed Rs. 500 to the fund for the erection of a memorial to Lord Napier. Subscriptions of Rs. 200 and Rs. 300 have been very generally given by members of Council and senior officers of the army head-quarters staff.

THE change made in the day ...land ...ring th... already caused disturbances in Bengal and have exercised the ingenuity of Sir R. Temple in vain to settle by legislative enactments.

FRENCH Engineers are naturally much pleased that one of their body should have been selected by the British Admiralty among 450 competitors for raising the wreck of the great ironclad, the Vanguard. The plan proposed by this gentleman is certainly ingenious; as he will employ several thousands of iron balloons, that is to say, hollow spheres filled with compressed air, that will give a floating-power of several thousand tons, and that will be attached by hooks to the body of the vessel. With the aid of the floating power thus obtained, the huge mass is to be raised from its watery bed, and towed into shallow water, whence it will be taken into a dry dock for repairing. All the naval engineers of Europe are intensely interested in the matter.

WITH reference to the objections raised by the Account Department at Calcutta to the retention in the service of several of the officers, both European and native, employed in the Customs Department at the Presidency, who have attained the age of 55 years, the Collector of Customs is said, we are told by the *Indian Daily News*, to have requested the local government to permit those officers to continue in the service for a few years more, on the ground of their physical fitness for active work, and of the additional expenditure which the State will unnecessarily incur in the event of their being untimely superannuated, inasmuch as the Government will have to bear the cost of their retiring pensions, and also the cost of officers to be appointed to replace them.

THERE is a good story abroad as to the attempt made by the Bengal Secretariat, to ascertain the writer of the *Black Pamphlet*. The inquiry was made, we are told by the Calcutta *Statesman*, by a semi-official note, running somewhat as follows:—

"My dear Mr.——

"His Honor the Lieutenant-Governor has heard your name confidently associated with the *Black Pamphlet* as its author. Sir Richard Temple gives no credence to the statement whatever, but His Honor thinks it only due to you that you should know that the imputation has been made."—Yours very faithfully, ——

How many gentlemen were thus addressed we do not know, but it is said that one of the replies ran:—

"My dear Mr.——

"I am much obliged to His Honor for directing you to bring to my notice the imputation of which you speak, and I beg you will thank Sir Richard warmly for refusing to give any credence thereto."—Yours very faithfully, ——

The story is so good, that we hope it is true.

THE following extract from the *Liverpool Daily Post* of the 24th April, accidentally delayed publication in our columns yesterday, is copied nearly word for word without acknowledgment by the London correspondent of the *Times of India*:—

A *conversazione*, at which natives of India now in London were the principal guests, was held last evening at Dr. Diver's residence in Onslow-place, South Kensington. Dr. Diver is surgeon to the Hospital for women and children in Margaret street, Regent street, but he spent many years of his early life practising in India. It is natural therefore, that his house should be a rendezvous for old friends. Among the guests last evening were three Rajpoot chiefs, who have come over here to urge their claim to certain lands and revenues at present held by an alleged unlawful heir. The curious feature of the proceeding is that not one of the men can speak English, yet they have every hope of inducing our lawyers to take up their cause—warmly. Another man with a grievance was a Mohammedan barrister from Bombay. This gentleman has been in legal practice for six years in the Presidency. Wishing to have the privilege of taking his talents and experience to another part of India, he found that he could not do so unless he made the journey to England and ate dinners at the Temple for three years. This is a harder case than that of the Irish law students, for he has had to relinquish a position as an employed practitioner, and during his period of exile must excommunicate himself altogether from friends as well as clients. It is likely my readers will bear a good deal of Indian entertainments during the London season. Sir Salar Jung will, with a suite of sixty followers, arrive in ten days, and he is only one of many chiefs who intimated to the Prince of Wales their intention of seeing England at an early day.

WITH the sanction of the Secretary of State for India, the Governor General in Council has ruled that from the 21st February the date on which the orders of the Secretary of State were received, the pay of an Assay Master ... Rs. 1,750, rising by five equal biennial ... the pay of ...

THE LATE COURT-MARTIAL AT BARODA.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—If it be not too late, may I be permitted to make some remarks in connection with the recent extraordinary court-martial held amongst the regular troops of the Baroda service.

It is generally believed that the prisoner Duffadar Shaik Ameer has got off remarkably cheap, and it is the common opinion amongst the military folks that due justice has not been done in legally trying the prisoner, who stood under the charge of four serious offences against his own commanding officer. The following causes are not without their significations as to why justice may have been withheld; and I call any one to deny these facts.

Whether the prisoner was not tried under the presidency of an officer upon whose especial request the case was called to Baroda from Kadi, and tried by a court composed of four native officers (unlearned either in military or civil law), with only one European officer (late constable of the Bombay Police), and presided over by the officer who was not wanting in sympathy for the prisoner? Whether it is not a fact that the proceedings of the Court were written by the President in pencil, full of changes and corrections, and afterwards a copy was submitted to the confirming authority? In the British Army the Commander-in-Chief would certainly have had such proceedings annulled, while the President and Court would scarcely even find any place to hide in, and, sir, these are no idle words of mine!

The most surprising fact in connection with the prisoner's trial is that he is screened from a very serious charge, which resulted from the prisoner's preliminary trial before the Court at Kadi, and the truth of which was acknowledged by the prisoner and corroborated by witnesses. The facts of the case are that during the Indian Mutiny when on escort duty with a British Political Officer, the prisoner stabbed a British sepoy, but how he escaped the law is still a mystery. It is said that for some time the prisoner left Baroda and made himself scarce, and, after things had settled down, he appeared again. Such things are too common at native courts. It is my opinion that the Gaekwar's troops have no small number of such characters, many of them belonging to the late Bengal disbanded regiments.

What could be more convincing than the fact that the prisoner had armed himself with his private country sword and knives, and attempted to escape from the field service camp, and when a party of men were sent to make him a prisoner he defied them, and violently advanced upon Captain Lynn with sword in hand, and when the prisoner was stopped by his troop Resaldar, he used his strength and struggled to get away, but the Resaldar being a stronger man disarmed him, and by force made him a prisoner. It is hoped that justice will not be ignored. On the 2nd inst. Mr. Melvill, the Agent to Governor-General, and Sir T. Madhava Rao, after long deliberations, invested the European officers with the command of their respective corps; formerly the General Officer carried out everything independently through the native Subedar-majors. It is believed that this very desirable change does not work well in a certain quarter.

JUSTICE.

Camp Baroda, 16th May.

BOILER INSPECTION ACT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The letter from the Millowners' Association on the forthcoming Boiler Inspection Act having already been published for general information, will you allow me space for some comments on it? It is my humble opinion that more of the letter should have been devoted to the statement of reasons against the principle of such legislation as the Boiler Inspection Act. I admit that boiler explosions, whenever they occur (which is but very rarely in India), do a great deal of irreparable injury to lives and limbs; I admit that explosions like those at the Girgaum Ice Factory, the Broach Ginning Factory, &c., bring home most forcibly to our minds the risks which engineers and people working near boilers daily and hourly incur, and induce us to wish that such risks were totally obviated; but is this enough for the justification of a Government, whose boast it is not to harass any industry by undue interference on its part, in passing an Act like the one under dispute? If Government is so careful of the lives of its subjects as to punish the whole body of steam-users by making them amenable to an Act like Act V. of 1873 because a dozen workmen died through the negligence of two or three firemen, where can it stop after having once taken the initiative? If the operatives in steam factories are taken under its powerful protection by the local Government, why should it not do the same for people who work on locomotive engines, for work people in coal mines in the upper provinces of India? In fact, why does it not attempt to bring in the millenium a few centuries earlier by protecting each of us from the bad consequences of other people's negligence? If human lives are to be taken care of in this way, why does not Government enact some restrictive Act for the benefit of labourers on railways, since the construction of almost all railway lines with their attendant bridges, tunnels, &c., is accompanied by some loss of human lives? Our rulers ought to be more sensible than to get frightened out of their wits by a couple of accidents involving loss of lives, and to yield to their timidity of spirits so far as to go in for milk-and-water legislation of the Boiler Inspection Act order. Is there any valid reason why an Act, the counterpart of which does not exist in any other part of the world, ...pecially on Bombay? Is it because ...

THE PRIME MOVERS BILL.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Referring to yours of the 17th instant in reference to the Prime Movers Bill, signed "Aqua," we are surprised to find him writing upon a subject upon which he is apparently totally ignorant. As regards the examiners being examined, we are confident that some of them would be happy to meet any examination in reference to engineering and millwrighting. "Aqua" says, among all the branches of mechanical engineering, the marine engineers are probably the dullest and most bigoted.

Notwithstanding this, the Admiralty examination for marine engineers is of a higher class than any other mechanical engineering examination extant. Referring to locomotive engineers as examiners, we consider no men more unfitted by their training. The boy in a marine engineering firm who constructs the supplementary donkey engines, necessary in marine engineering, probably learns thereby as much engineering generally, as the locomotive engineers who builds the second class of engines continuously. The probability is that, with regard to compound and condensing engines, most locomotive engineers would be found totally ignorant and incompetent, and we are sure there are numbers of marine engineers who could undertake any description of mechanical engineering and millwrighting. With regard to gentility, "Aqua" would have shown his in a better light if he had not cast slurs upon a body of men who hold a position he, by his letter, is not likely to attain.—Yours, &c.,

W. BRADLER.

Bombay, 17th May.

THE SECRETARY TO THE P. W. D. ...MBAY.

FALL OF THE ROOF OF A HOUSE ATTENDED WITH LOSS OF LIFE.

YESTERDAY afternoon the roof of house No. 15, situated in Musthan Tank Road, fell in, burying under its debris several children, amongst whom a little girl named Khairum, about 8 years of age, who when removed was found to be dead. The house it appears belonged to one Manekbaee, widow of Soonderjee Warria and the roof was undergoing repairs by removing the rafters that appeared to be decayed, for which purpose the tiles from the southern half of the roof were removed and placed over the northern half, thus placing about three tons of extra weight upon the part of the roof that has fallen in. The house was used as a spinning shed where several women were employed. In consequence of the repairs that were going on there were not many women employed at the time. The children generally accompanied their mothers who were employed there, and while the women were at work yesterday afternoon the children were playing about in the house, when the roof suddenly gave way. Besides the children who were underneath the ruin, some of the women were seriously injured. Those that were more seriously injured were at once removed to the J. J. Hospital.

A Coroner's inquest was held soon after on view of the body of Khairun the girl, who was killed, and upon the evidence adduced the following verdict was returned by the jury:—"That the death of the deceased was caused by fracture of the skull, the result of the accidental falling in of the roof of a house."

OPIUM SMUGGLING.

THE Customs authorities made an important seizure on last Tuesday evening, at the Carnac Bunder, of a considerable quantity of opium of the value of about Rs. 15,000, while the duty payable amounts to thirty or forty thousand rupees, smuggled into Bombay evidently for exportation as dubbers of mustard oil booked from Ahmedabad B. B. and C. I. Railway Station for Bombay. It appears the information was given to the Commissioner of Customs by the Station Master of the Grant Road Station from an information which he received through a policeman doing duty at his station. On the Commissioner of Customs receiving this information he immediately issued an order to the Preventive Officer stationed at Carnac Bunder to make a seizure of certain dubbers of mustard oil that arrived at the Carnac Bunder by train from Ahmedabad. The dubbers were just then being unloaded from the waggons, when the seizure was made. On examining the first dubber it was at once found to contain mustard oil, and it would have been difficult to say that it contained anything else but the oil if the secret had not been divulged. A small dubber was fixed in a larger one, the inner dubber contained the oil and the larger one the opium. The opium that was found in each of the dubbers weighed in some 70 lbs., in some 60 lbs., and in some 90 lbs. On an average it might be said that each dubber contained 70 lbs. of opium beside the oil. This system of smuggling is said to have been carried out successfully for a length of time, and probably from some disagreement amongst the partners of those who have practised this fraud upon Government the matter has come to the knowledge of the Customs Department. The owners of the property who are suspected to be Mahomedans of the Borah caste cannot at present be discovered, the goods having been booked at Ahmedabad under a fictitious name. The Customs authorities are, however, instituting further enquiries into the matter.

THE ATTEMPTED MURDER ON THE HIGH SEAS.

YESTERDAY, at the Fort Police Court, James Trainer, a seaman of the s. Potomac, was brought upon remand and charged before Mr. C. P. Cooper with assaulting Patrick McGhee on the 4th instant with a knife.

The prisoner on being challenged by the Magistrate with the charge pleaded guilty. His Worship finding the case a serious one proceeded to take evidence.

Dr. James Arnott said.—I am a surgeon in the Bombay Army and hold the appointment of 2nd Surgeon, European General Hospital, and reside on the Hospital premises. The prosecutor, Patrick McGhee, was brought to the Hospital on May 11th about 11 a.m., suffering from wounds, and gave me certain information. I examined him and found the following wounds:—1. An incised wound, 4 inches long on the left arm, extending to within an inch of the wrist and somewhat oblique in direction. The wound was healing kindly, a portion being already cicatrized and the rest granulating. 2. A punctured wound, about an inch long, situated on the shoulder blade. This wound was also granulating healthily. 3. A cicatrix of a recent wound on the loins—the cicatrix about an inch long. 4. A cicatrix ¾ inch long and oblique in direction. It was situated two inches from the spine and on the level of the 6th clanal vertibra. These wounds might have been inflicted by a knife of this discription (knife produced) now before the court. The wounds on the back might have been stab wounds, and if they had penetrated the chest, it would have been dangerous. The prosecutor is still in Hospital and the wounds are all healed with the exception of the one on the arm, which will however be cicatrized in a few days. ...round on the arm ... with the

THE ATTEMPTED BRANDY FRAUD CASE.

AT the Fort Police Court, yesterday, before the First Magistrate, Mr. Cooper, a Parsee, named Manockjee Bomanjee, was charged, under section 216 of the Customs Act, with having on the 4th inst., "made a false declaration, in a Customs document, in respect of 50 cases of brandy."

Mr. Hearn, the public prosecutor, conducted the case for the prosecution; and Mr. Payne (Messrs. Jefferson and Payne) appeared for the defendant.

Two bottles, filled with liquor, coloured like brandy, were placed on the table. They were both corked in the manner ordinarily observed in bottling brandy. One bore the following label:—

"MONTOUR FRERES
COGNAC.
Hawkins and Co., Bombay—Agents for India."

The other bottle was labelled:—

"G. A. ROSS AND Co.
COGNAC."

Chintaman Shewram, the first witness called, said he was a general broker and pass-note writer and resided at Coorla. He had known the defendant for five or six years, and had written out a great many shipping-notes for him, and knew his signature. He saw him in his office, on the 4th inst., when he (the defendant) asked him to write out an export shipping-note for 50 cases of brandy. He filled in three shipping-bills, according to the defendant's instructions. The defendant told him what marks were to be put on the cases, and also that the liquor was to be described as Europe brandy. It was necessary to state in export shipping-bills from what place the brandy came. After he had filled in the bills, they were signed by by the defendant, and he took them to the Customs office, where the signature of the Assistant Commissioner was obtained to them. By the defendant's order, he stated in the shipping-bills that the value of the brandy, which was divided into two consignments, was Rs. 350 per twenty-five dozen.

In reply to Mr. Payne, the witness said he had been engaged in his business for six or seven years. He asked the defendant where the brandy came from because it was necessary to state it in the shipping-bills. It was the practice of the Customs Department. He did not know whether there was any written or printed rule to that effect. He had sent in shipping-bills to the Customs with only "brandy" written in them descriptive of the article, and the bills had been rejected. He did not get shipping-bills signed in blank, and fill them in afterwards. They were filled in before they were signed. He did not see the goods the bill referred to at all. Subsequently, he was told by Mr. Hurst, a broker, that the description of the liquor must be changed, and the word "Europe" altered to "Country," or "Bombay." He got an order from the Assistant Commissioner (the brandy not having been at that time taken to the Custom House) and got an order to have bill ordered on payment of a fee of one rupee. He had to go to Mr. Stewart, Deputy Superintendent of Customs, to have the bill altered, and Mr. Stewart ordered him to bring the goods. On the goods being produced and examined, Mr. Stewart refused to make the alteration, and ordered them to be seized.

Re-examined—He believed Mr. Hurst was a broker, but he was not authorized to act through the Customs. He thought Mr. Hurst was sent to him by the defendant.

Karnoo Khetsee, a mucoadam, in the service of the defendant, recognised the signatures on three shipping-bills produced as those of Manockjee Bomanjee. He saw the cases referred to in those bills on the 4th inst. He took them to the Customs, and showed them to Mr. Jarvis, who seized them all.

Cross-examined—He was present when the bills were signed by the defendant, but did not see whether they were filled-up previously. He knew Mr. Hurst. He did not, before the cases were taken to the Custom House, see Mr. Hurst show the shipping-bills to the defendant.

Mr. Wm. Stewart, deputy superintendent of the Customs Preventive Department, said one of the shipping-bills produced was taken to him on the 4th inst. by the first witness. He asked to see the goods, and the 50 cases were taken to his office. He had one opened, and from the appearance of the bottles and the liquor that the description in the note was not correct. There were two consignments, mentioned in the bill, of 25 bottles each, and he took out one bottle from cases bearing each mark. All the bottles were packed in the same way, and appeared to be alike with regard to the labels and contents. He did not know any such firm as Hawkins and Co. in Bombay. He reported to Mr. Jarvis that the liquor was similar to some that had already been sent to Calcutta, and it ought to be detained.

Cross-examined—When the shipping-bill was taken to him, it had the words "Take a rupee" written across it.

Mr. Thomas Jarvis, superintendent, Customs Preventive Service, said Mr. Stewart took the shipping-bill to him on the 4th inst, and said—"Here are some of the identical things you are looking after." He told Mr. Stewart to take charge of the cases at once. He had one of the cases taken to the Commissioner's office, where it was opened. One of the bottles produced was taken from it, and also two other bottles, one of which was sent to Dr. Lyons for analysis. He had not seen bottles with those particular kind of labels on before. The bottles and liquor bore a very close resemblance to ... The best native liquor, that was made ... a bottle. With regard ... London proof, (25), or it ... duty. He did not know ... inferior kinds of native ... externally, when he said ... French brandy. He had ... not Cape brandy, or ... brandy ...

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BOMBAY.

HER MAJESTY'S BIRTH-DAY.—His Excellency the Governor in Council is pleased to direct that the birthday of Her Majesty the Queen be kept on Saturday, the 27th instant, and that all public offices and institutions be closed on that day.

DEFRAUDING THE G. I. P. RAILWAY COMPANY.—A Purdasee, named Jakona Bal, was yesterday fined Rs. 10 by the Senior Magistrate, at the Fort Police Court, for travelling in a G. I. P. Railway carriage without paying the regulated fare.

REWARD FOR ARRESTING A SEAMAN DESERTER.—Mr. Constable Goff, of the water police, received a reward of Rs. 10 yesterday, for arresting James Wilson, a seaman deserter of the ship Lady Lisgar, and placing him on board that vessel.

ASSAULTING A POLICE RAMOOSHE.—Two Purdasees, named Pulwuntsing Punchunsing and Padooras Siviksing, were yesterday fined Rs. 10 and Rs. 5 respectively by Mr. Dosabhoy Framjee, at the Girgaum Police Court, for assaulting a G. I. P. Railway police ramoosee, named Gunnoo Balloo, and attempting to rescue Sivnarayen Sivchurun from his legal custody.

A VAGRANT.—Edward Powers, a European vagrant, on the expiration of his term of imprisonment for failing to return to the Government Workhouse on the expiration of leave that was granted him, was yesterday placed before Mr. Dosabhoy Framjee, at the Girgaum Police Court, and charged with being a vagrant, and was ordered to be sent back to the Government Workhouse.

STATEMENT OF SILVER BALANCE IN THE MINT.—The value of silver in the Mint on the morning of the 8th May 1876 was Rs. 59,01,991; add silver received during the week Rs. 17,27,713. The sum of Rs. 10,00,000 in new coin was paid during the week; the balance left was Rs. 57,29,704. There is in addition 8,51,489 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults a... ...day.

EUROPEAN AND OTHER EXTRACTS.

FRENCH AND ENGLISH WRESTLING MATCH.

MUCH excitement prevailed in Paris on Sunday over a wrestling contest, between Rundle of Plymouth and M. Bazar, champion of France. Rundle is 5ft 5in high, and weighs 11st, while his gigantic opponent weighed 22 t. The conditions were that the best of three falls should decide the match, viz., one in the French style, one in the Devon, and in the event of each winning a fall to toss for choice of third. The match took place at the Casino, Rue Cadet, a very large number of spectators eagerly watching the proceedings. On facing each other an extraordinary contrast was shown, Bazar appeared astonished that so little a man should have been sent to do battle for the honour of the "West countrie." The first bout was in the French style, and on time being called both men made for their favourite holds. Rundle seized Bazar with both hands by the left arm, while his legs threatened momentarily to undermine his powerful opponent. Bazar not liking Rundle's terrible grip, made many efforts to break away, but Rundle held on, and a terrific struggle ensued for 10 minutes, when the Frenchman fell on his knees. A long struggle then took place on the ground. Rundle by a quick movement lifted Bazar to his feet, and ere any time for consideration was allowed, got a favourite grip, and threw Bazar over his head in fine style, thus winning the first fall, the safety of the stage being threatened by the concussion. After an interval of 10 minutes they again met; this time in the Devon style. Both men seemed in real earnest; but, after 15 minutes had been occupied, during which time Rendle again and again baffled his opponent, sometimes bringing him heavily to the ground, the falls evidently shaking him, Bazar, finding his chance hopeless, left the stage, refusing to continue the contest. Much persuasion was used, but of no avail Rundle was then declared the victor. Only a few days ago he defeated Bragg at Plymouth.—*Bell's Life.*

BOMBAY DOCKS.

IT may be remembered that during the first week the prince of Wales spent in Bombay he was the chief performer in grand Masonic ceremony—namely, the laying of the foundation-stone of the Prince's Wet Dock. The event was the most important of the kind witnessed in the history of the "craft" in India. It was stated that the spectacle on the occasion referred to was one of singular magnificence, not the least striking part of it being the great assemblage of Parsee, Hindoo, and Mohammedan brethren, testifying to the bond of brotherhood existing between the East and the West. As Glasgow is, in a variety of ways, deeply interested in Bombay affairs, it may be worth while to give a few particulars regarding the dock which occasioned the ceremony.

Bombay has for many years been famous as one of the most important ports in the East Indies. Early in its history as a port many ships were built there. In the year 1810 the Minden, a 74-gun ship, was built there entirely by Parsees, without any assistance from Europeans, and subsequently there were built several frigates and line-of-battle ships. Many large-sized merchant ships were likewise built at Bombay. Of course, there were docks of a certain degree of excellence and extent; they were the property of the East India Company, but entirely under the management of Parsees. About sixty years ago the docks were enlarged and improved, under the superintendence of Major Cooper, of the Engineers. From time to time other improvements and extensions were made upon the dock accommodation, but it was not till the year 1857 that any grand scheme of dock works was actually undertaken The credit of originating a scheme of land reclamation, and dock works is due to the Hon. A. Malet, C.S., but no steps were taken towards realising the project until it was adopted by Messrs. John & James Nicol Fleming both of this city, and through the influence of these gentlemen a limited liability company was formed in Bombay, under the title of the Elphinstone Land and Press Company.

In the year 1864 the engineering charge of the works then in progress and contemplated was placed in the hands of Mr. Thomas Ormiston, member of the Institution of Civil Engineers, a gentleman who is well known in this city, he having been interim engineer to the Clyde Trustees, and intimately associated for a number of years with Mr. James Walker, C.E., F.R.S., who was long the consulting engineer to the Clyde Trustees, and a distinguished president of the "Institution." In passing, we may say that it was Mr. Ormiston who designed and superintended the erection of the "big steam-crane" at Finnieston Quay, and that, curiously enough, he was present at the ceremony of inaugurating the still larger crane that was completed and brought into use on the opposite side of the harbour a number of months ago. It is to Mr. Ormiston's energy, ability, great practical experience, and sound common-sense that the success of the dock and land reclamation works at Bombay during the past eleven years is mainly due. Some notion of the extent and importance of the work devolving upon Mr. Ormiston may be judged of when we mention that it included the superintendence of the reclamations, the construction of temporary walls, permanent sea-walls, &c., sheds and godowns, roads and wharves, drains, moorings, sidings, fencing, plant, new workshops, bunder water-supply, over bridges, deepening Carnac Basin, &c. Sometimes there were employed under the contractors fully 3,500 workpeople, and as many as 796 departmentally. The company's operations extended over [illegible] the land estate, the dock estate; and during the [illegible] 1870, the expenditure [illegible] £103,000, while during [illegible] amounted to the grand [illegible] deal of negotiation bet[illegible] Press Company on the [illegible] vernment and the [illegible] other [illegible]

THE WORLD'S FUTURE COAL DEPOT.

(*The Geographical Magazine.*)

IT was said by the first Napoleon in one of his characteristic bursts of rancour against "perfide Albion," that the great resources of Britain were "but as mines of coal or sulphur in the hands of savages." When the great conqueror thus reviled the then leading coal-market of the world, he had probably no guess that, within fifty years, a literal interpretation would be given to his bitter metaphor by the fact of the two greatest existing supply-fields of coal being in the hands, if not of actual savages, at the least of nations too imperfectly civilised to appreciate and utilise their priceless inheritance. It may be worth while to cast a passing glance at the capabilities of these little known but now all-important sources of supply, and the conditions under which they at present exist.

To begin, ther, with China. There can be no doubt that the "fossil empire" contains a practically inexhaustible store of fuel, even without reckoning the coal-fields yet to be discovered among the mineral abounding spurs of the Tian-Shan Mountains,* and along the southern slopes of the Altai. But all these treasures are rendered useless by the time-honoured "dog in the manger" policy characteristic of that Dead Sea of humanity. To leave their possessions unimproved, to repel indignantly all offers of improvement by others, to shut out foreign enterprise and foreign capital like some virulent epidemic—such has been the stereotyped policy of the Celestial Conservatives from time immemorial. The Convention of 1869, it is true, ensnared the Chinese Government to "open three coal mines at points the nearest to the seacoast or to a treaty-port, and easily accessible to ships;" but this agreement, like most other agreements concluded between ourselves and these slippery Asiatics, has proved merely a dead-letter; and there is at present (so far as I can ascertain) no part of China except Formosa where native coal-fields are being worked by foreign enterprise. Moreover, even were it otherwise, it is not to this remote quarter (as Sir Rutherford Alcock has very lucidly pointed out) that we are to look for the future supply mart of the world, and the threatened rival of our own markets. "I do not," said the late British Minister in China, "in the least believe in any supposed 'danger of exhaustion of the world's reserves of coal.' Were there no other coal-fields than those of China, this danger could have no existence; and America appears to be hardly less rich in stored up fuel, both solid and liquid. But, although the Chinese coal may be as good as any we possess here, yet, whatever its cheapness at the pit's mouth —say 10s. or even 5s. per ton—there must be added at least *as much* for its transport to the port of shipment, and 3*l* for freight, as well as 7s. or 10s. for carriage to the seller or the factory in England. How would this avail us, then, when what is required is an unfailing supply of coal not averaging more than half this cost?"†

How, indeed? And moreover, in pursuing such speculations, we are merely imitating the sage who spent an hour in fruitless search for the spectacles which were snugly planted on his nose all the time. In contemplating the possible riches of China and America, we forget altogether that within four days' journey of London there exists a magazine of fuel capable of supplying the whole world for centuries—viz., the coal-fields of Central and Southern Russia.

It must be owned, however, that if Russia's boundless mineral treasures are not yet appreciated as they deserve, no small share of the fault is her own. For years which have passed without any effort being made to utilise these invaluable possessions, might well make any outside spectator doubt their very existence. Five years ago, the ordinary tourist's first idea of the existence of a large store of coal in Russia was imbibed when the Volga-Don railway deposited him at Kalatch, and he saw lying around the steamer, in place of the split logs which had served as fuel on the Volga, the whole way from Nijni-Novgorod to Tsaritzin, huge, black, shining mounds of splendid coal. The recurrence of the same phenomenon at every halting-place along the Lower Don, from Kalatch down to Rostoff at the mouth of the estuary, would doubtless confirm in the belief that the coal must be pretty plentiful somewhere in the neighbourhood; but even then he would probably have no suspicion that he was actually in the midst of a coal-field larger than many a European principality, and containing a supply of fuel which, both for quantity and quality, may challenge comparison with any in the world. Yet such is actually the case. The tract technically styled "The Don Basin" has a superficial extent of 16,000 square miles, and is estimated to contain 15,000,000,000 poods‡ of the finest anthracite, leaving in burning a residuum of ashes not greater than two per cent! The same enormous amount is credited to the great central coal-field (known as the Moscow Basin), which extends from the source of the Don as far northward as the Desna, comprising the various coal-beds in the Governments of Moscow, Tula, Kalouga, Riazan, Tver, and Novgorod. In Poland, the contents of the Government coal-fields alone (without reckoning those worked by private companies) are stated at 516,000,000 poods. The Government of Kiev contains coal strata with a superficies of 80 miles, and a mean thickness of 21 feet. Numerous small fields have been discovered in the Caucasus, some of which, when I traversed the province in 1873, on my way to Central Asia, were already giving a very fair yield, though others (especially those around Kutais) had proved palpable failures. Add to all this the private workings in the "Privislinski Krai" (the country lying within the boundary of the Vistula) the anthracite beds of Kharkoff and Ekaterinoslav, and the fresh discoveries which are being constantly made in Eastern Russia [illegible] lly amazed at Russia's ind[illegible] poods annually for a term of eighty years, with the prospect of a continuous demand to a like amount. The unprecedentedly rapid increase of our railway system, the yearly augmenting numbers of our factories, distilleries, &c., the new lines of river steamers which are springing up in every direction, and the project now in agitation of a steam merchant-navy on the Baltic, sufficiently guarantee us against any possibility of the supply exceeding the demand. Providence has endowed us with mighty resources; it is for us to develop and utilize them."

In another part of the same work Count Rostovtzeff goes even further than this, and gives us in actual figures his opinion of what Russia's annual consumption and exportation of coal *ought* to be (as compared with what it now is), if her mineral wealth were turned to proper account. "The total yield of our coal-fields during the past year," says he, "was only 14,347,925 poods; whereas, with greater facilities of working and transport, we could easily have disposed of more than 170,000,000 poods for Central Russia and the South alone, to wit:—Moscow, 26,000,000; Volga steamers, 40,000,000; railways, 34,064,000; factories, distilleries, &c., 49,315,000; Odessa, 3,359,000; the Black Sea and Egypt, 19,908,634; total 172,646,634 poods.

It will be observed that, in the above calculation, our authority makes no mention of a possible exportation to Western Europe—an omission doubtless arising from the difficulty of forming any approximate estimate, rather than from any doubt of the practicability of such exportation; for the subject has been before the scientific world of Russia for several years past, and is now universally regarded as a mere question of time. It must be remarked, moreover, that the Russian coal, though varying considerably in its quality, from the two per cent. residuum of ashes left by the anthracite of the Lower Don, to the twenty-three per cent. of some of the inferior beds in the north, is, as a whole, fully equal, if not superior to our own.

Such, then, being the mineral resources of Russia, what available means does she possess for turning them to account? At a cursory glance, her coal-fields divide themselves naturally into two great systems—the Don Basin as a source of supply for Turkey, Egypt, and the Levant generally—the Moscow Basin, as a magazine for the use of Western Europe. The latter is now brought within 3½ days' journey of London by the direct line of railway, opened three years ago, from Moscow *vid* Smolensk to the German frontier. The coal-fields of the Kiev Government are now traversed by three lines of rail, the Moscow Basin itself by eight. The tramways so earnestly demanded by Count Rostovtzeff are actually in course of construction at last; while no fewer than six leading companies (not to mention others of lesser calibre) are setting themselves vigorously to the work of development. In a word, there seems little reason to doubt that the coal of Central Russia will be ready for Western Europe whenever Western Europe may choose to ask for it.

With regard to the Don Basin, the same thing may be said. Up to a very recent period, its only available means of transport lay in the single line of rail from Groushevka southward to Rostoff and Taganrog; but the rapid growth of the southern railway system is now fast bringing it into direct communication with Moscow itself, as well as with many other great centres of demand; while other causes are opening the way for a large and remunerative export trade with its foreign neighbours beyond the Black Sea.

At first sight, indeed, it would seem as if the want of a convenient port must delay, though not prevent, such a contingency. Odessa has no direct communication of any kind with the "Donskai Bassein," while Taganrog, the actual gateway of the Don, is a misplaced and inconvenient apology for a port, situated at the Northern extremity of the Sea of Azoff, in water so shallow that large vessels are actually compelled to anchor at a distance of 12 to 15 miles from the town and to employ light tenders in loading and unloading. But what neither Taganrog nor Odessa can furnish, seems now likely to be supplied in every detail by Sevastopol, which, under the happier auspices of the new regime, is laying the foundations of a commercial greatness which bids fair to rival even its terrible renown as a naval port and fortress. Indeed, the famous battlefield appears to unite in itself all the qualifications necessary for such a purpose. Considered as a place of anchorage, it possesses a completely landlocked natural harbour, in which the whole Russian navy might ride at anchor; viewed in the light of a trading port, it lies within twenty-four hours' voyage of Constantinople itself, and is the nearest of all Russian seaports to both the Levant and the coasts of Anatolia; while, as an outlet for the commerce of Southern Russia, it is already connected with the interior by by a line of railway (which, if not actually completed, is at any rate fast approaching completion) passing through Simferopol, and crossing the Isthmus of Perekof, to join the Kharkoff-Taganrog line at Lyzovo. These advantages are to be supplemented (in the words of the official report drawn up by the Sevastopol Commission) by "a commercial port occupying the southern and western sides of the 'South Harbour,' along which a space of 1,020 sajens (7 140 feet) is to be cleared for the purpose. In addition to this, the Commission proposes to construct along the western shore of the south harbour a stone quay of 650 sajens (4500 feet) in length, along which vessels of the largest size may lie comfortably for the purpose of loading and discharging; the smaller craft are to anchor on the southern side of a harbour."

It is true that when I last visited Sevastopol, two years ago, the great work appeared to have made remarkably little progress; and that (as the *St. Petersburg News* recently observed) "the future commercial importance of Sevastopol is as yet difficult to estimate, and there are even those who assert that its geographical position, and the desolate character of the region traversed by the Larzovo-Sevastpol) railway, [illegible] formidable obstacles to the

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24, APOLLO STREET, BOMBAY.
113, FENCHURCH STREET, LONDON.
REMITTANCES EFFECTED at favourable Rates of Exchange. SOVEREIGNS and BANK OF ENGLAND NOTES supplied.
FIXED DEPOSITS received at liberal rates of Interest
PASSAGES ENGAGED and AGENCY BUSINESS conducted generally.

BULL'S PATENTS.
BULL'S PATENT ANNULAR KILN COSTING Rs. 250 when worked with the Patent Combustible Damper, burns 10 inch bricks with 3.800 cubic feet of ordinary firewood, at the rate of from 4½ to 5 lakhs for month. BULL'S PATENT DREDGERS, of which the prices from Rs. 75 upwards, when used for well sinking or do the work [illegible]

BANKS.
COMPTOIR D'ESCOMPTE DE PARIS.
HEAD OFFICE,
PARIS.
SUBSCRIBED and PAID-UP CAPITAL.....£3,200,000
RESERVED FUND .....£ 800,000
LONDON BANKERS:
THE BANK OF ENGLAND,
THE UNION BANK OF LONDON,
AND
MESSRS. C. J. HAMBRO AND SON.
CURRENT DEPOSITS.
INTEREST is allowed at two PER CENT. per annum on the minimum monthly balances.
Terms for Deposits at 7 and 14 days' notice and at 3, 6, and 12 months certain may be obtained on application to the Bank.
All remittances should be made payable to the Comptoir d'Escompte de Paris.
A. RENAUD, Manager.
14, Rampart Row, W.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
BOMBAY BRANCH.
LONDON BANKERS.
BANK OF ENGLAND. | LONDON JOINT STOCK BANK.
MONEY REMITTED
At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and
On LONDON | On IRELAND
" SCOTLAND | " PARIS,
And also on the principal Towns in the AUSTRALIAN COLONIES
If desired, the Bank will send the Draft direct to the party whose address is given.
INTEREST.
On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs.100,000 but no interest will be allowed on balances of less than Rs. 1,000.
On Fixed Deposits on Terms which may be learned on application.
All Letters should be addressed, and Hoondies made payable to the AgentChartered Mercantile Bank.

ORIENTAL BANK CORPORATION.
INCORPORATED BY ROYAL CHARTER.
Capital Paid up £1,500,000.
Reserved Funds £500,000.
BOMBAY AGENCY.
DEPOSITS of not less than Rs. 500 are received for fixed periods bearing interest at rates which may be ascertained on application.
No interest is allowed on Current Deposit Account
BILLS are bought and sold on England, Scotland, Ireland, Paris, and on the Branches and Agencies of the Corporation at Calcutta, Madras, Ceylon, Singapore, Hongkong, Shanghai, Yokohama, Mauritius, Port Elizabeth, Melbourne, Sydney and New Zealand.
Circular Notes are also issued for the use of Travellers negociable in all towns of importance throughout the world.
The Corporation effect the purchase and sale of Government Paper, Stocks, Shares, &c., on account of constituents, and undertake the safe custody of the same, drawing the interest and dividends as they fall due.
Office Hours from 10 a.m. to 3 p.m. Saturdays from 10 to 1.

CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA

PEEL, CASSELS & Co., Agents.
THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED 1824.
CAPITAL, ONE MILLION STERLING.
The undersigned have been appointed AGENTS of the Manchester Fire Assurance Company, and are prepared to issue Policies upon Houses, Mills, and other Buildings, Household Furniture, Merchandise, Shipping, &c.
GADDUM & Co., Agents in Bombay.

NOTICES.
A NEVER FAILING REMEDY FOR LIVER COMPLAINTS.
DR. SCOTT'S BILIOUS AND LIVER PILLS.
PREPARED without any mercurial ingredient. Invaluable to all who suffer from Bilious and Liver Complaints. Indigestion, Wind, Sense of Nervous Depression, Lassitude, Lowness of Spirits with cessation of fullness at the pit of the Stomach, Giddiness, Dizziness of the Eyes, and many other symptoms. For habitual Costiveness as a family aperient medicine, and as a purifier of the blood, they are unequalled; mild in operation, and grateful to the stomach; create appetite, promote digestion, and strengt en the whole nervous system.
Prepared only by W. LAMBERT, 1a, Vere Street, London, W., England. In boxes, 1s 1½d. Sold by all Chemists.
IMPORTANT CAUTION.—Be sure to ask for "Dr. Scott' Bilious and Liver Pills." If you ask for "Scott's Pills," you will get quite a different medicine. If you ask for "Bilious and Liver Pills," you will get a spurious compound. The genuine are in a square green package, and must have the name and address "WILLIAM LAMBERT, 8, KING WILLIAM STREET, CHARING CROSS," engraved on the Government Stamp.
Do not be persuaded to try any other medicine.
SOLE WHOLESALE AGENTS FOR INDIA.—Messrs. TREACHER & Co., Limited, Bombay, Byculla, and Poona.
N. B.—The Trade supplied on most liberal terms.

KEATING'S
PERSIAN INSECT-DESTROYING POWDER,
As supplied to Her Majesty's Government.
THIS Powder is quite *harmless to animal life*, but unrivalled in destroying FLEAS, BUGS, BEETLES, MOSQUITOS, MOTHS IN FURS, and every other species of Insect. SPORTSMEN will find this an invaluable remedy for destroying FLEAS IN THEIR DOGS, has also *Ladies for their Pet Dogs.* This invaluable article has found so great a sale that it has tempted others to vend a worthless article in imitation; the Public are therefore cautioned to observe that the Packets of the Genuine Powder bear the autograph of THOMAS KEATING.
SOLD IN BOTTLES BY ALL DRUGGISTS.

KEATING'S BON BONS OR WORM TABLETS, A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children.
TESTIMONIAL.
"To Mr. THOMAS KEATING. "Harpenden, 7th March 1871
"SIR,—My two little girls, respectively three and two years showed symptoms of having worms, so I obtained some of your Worm Bon Bons from Mr. Busby, and they effected such a thorough cure—in fact, I think saved their lives. The other little girl had sixteen worms come from her. I think it my duty to acquaint you with the fact. "FREDK. WILMOTT."
SOLD IN BOTTLES BY ALL CHEMISTS AND DRUGGISTS.
THOMAS KEATING,
London, Export Chemist and Druggists.
Indent for pure Drugs and Chemicals carefully executed.

SCOTT & CO., M.R.C.V.S.,
VETERINARY SURGEONS.
HORSE EXAMINATION CERTIFICATES Rs. 10; Examination and Verbal Opinion, Rs. 5: Livery for Horses on Commission sale, Rs. 25 per month including grass. Horses in infirmary Re. 1 per day; Commission Rs. 10 from Purchaser and Seller on horse sold.
Horses care and attention devoted to Shoeing and breaking to harness, both being under our immediate supervision. Horses sent from up-country will meet with a ready market.

HORSES ON COMMISSION SALE.
A Dark Bay T.B. W. Gelding, 7 years, 14-3 high, a very pretty hack, and perfectly quiet. Rs. 600.
A Bay Arab Charger, rising 7 years, 14 3 high, showy action and quiet with trooper, carries a lady. Rs. 1,000.
A Grey Australian Gelding, 6 years, 15-1 high, a good mover in saddle and harness, and an excellent Dogcart or Brougham Horse. Rs. 500.
A White Arab Horse, 7 years, 14-2 high, very powerful and fast in harness Rs. 700.
A Chesnut Waler Colt, 6 years, 14 2 high, very compactly built, a stylish and fast mover in saddle and harness. Rs. 600.
An Iron Grey Arab, 6 years, 14 hands, very handsome, would make a first Charger Rs. 1 000
A Bright Bay Arab, 7 years, 14-2 high, a passed Cavalry Charger. Rs 800.
An exceedingly pretty pair of Dun coloured Pony Ponies, 4 years, broken to harness, good tempered, and go capitally together Rs 800
A pair of Bay Australian Mares, 7 and 8 years, 14-3 high, beautifully matched, and perfect in harness, Rs. 1 200.
A Grey Persian Horse, 15 hands a good saddle Horse, Rs. 400.
A handsome Chesnut Arab, a good serviceable horse for Dogcart or Pony. Rs. 2 0.
A strongly built Deccanee, 13 hands, a capital Hill Pony Rs. 150.
A number of Turnouts of carriages and pairs of horses Broughams, Dogcarts and Buggies on Commission sale, can be seen on two hours' notice being given.
ROBERT SCOTT & Co.
Livery Stables, Bombay, 1st May 1876.